



# PERFORMANCE ACTIVITIES





# High-Performance AXLE COMPONENTS

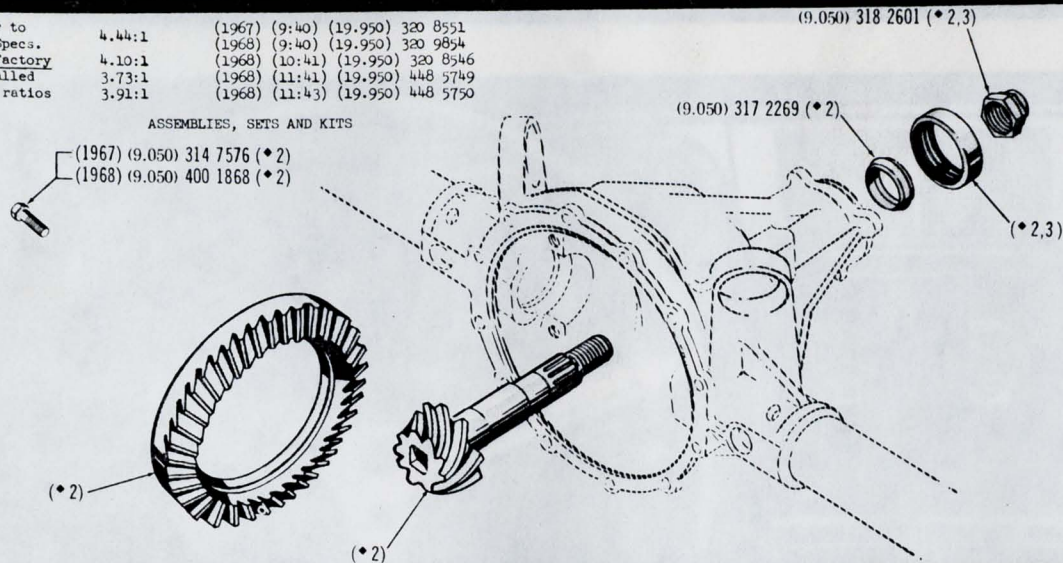
For 290, 343 and 390 V-8's

Refer to  
AMA Specs.  
for factory  
installed  
axle ratios

4.44:1  
4.10:1  
3.73:1  
3.91:1

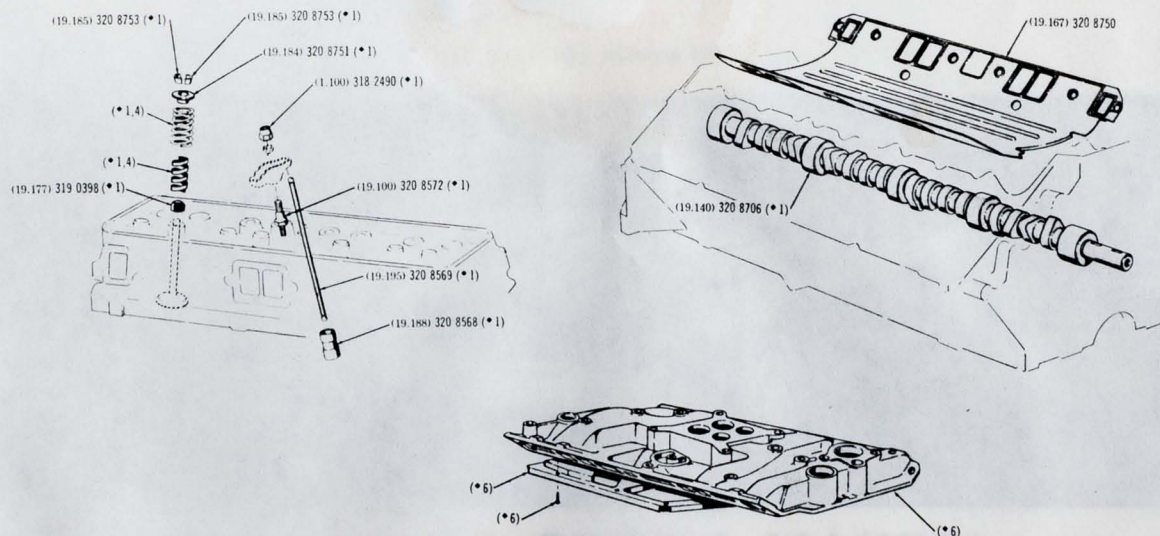
(1967)	(9:40)	(19.950)	320 8551
(1968)	(9:40)	(19.950)	320 9854
(1968)	(10:41)	(19.950)	320 8546
(1968)	(11:41)	(19.950)	448 5749
(1968)	(11:43)	(19.950)	448 5750

ASSEMBLIES, SETS AND KITS



# High-Performance ENGINE COMPONENTS

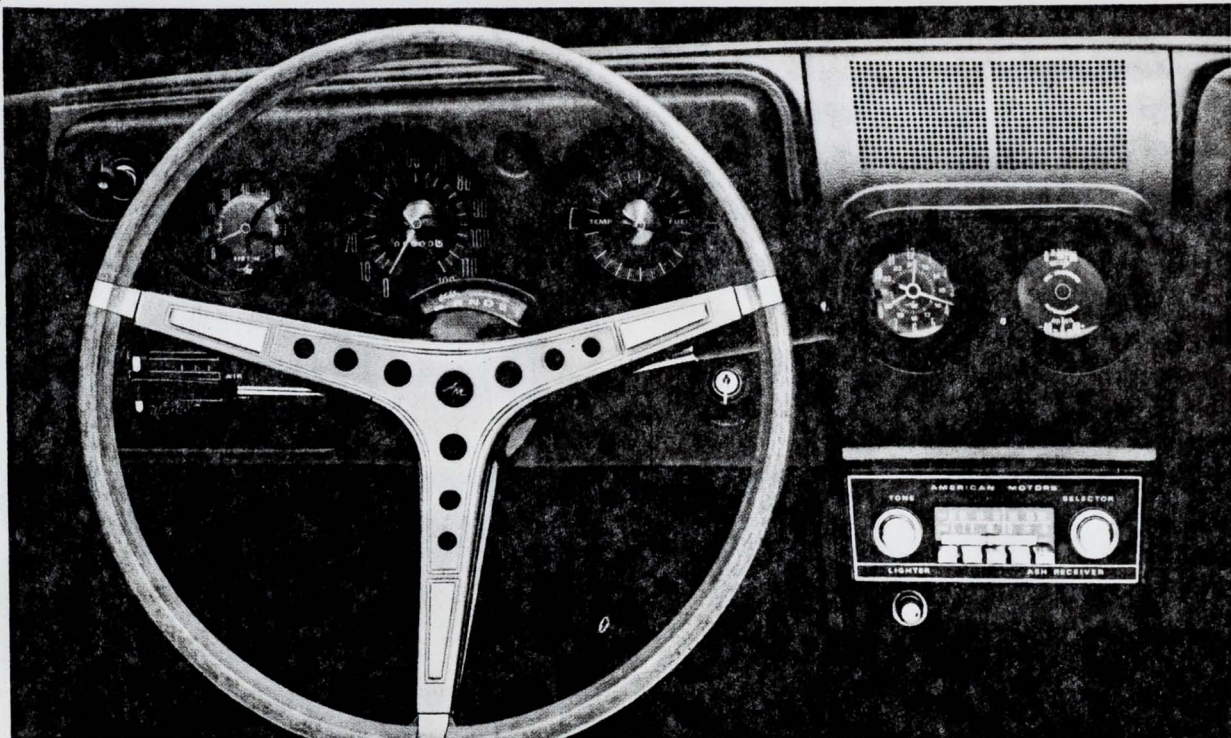
For 290, 343 and 390 V-8's



SAVE TIME WITH SURE-FITTING AM PARTS!



# *Javelin* - AMX RALLY PAC



For those sports car "buffs" who have Javelins or AMX's but want to get a little extra sports car feel and "look"—sell them this accessory Rally Pac:

- Tachometer (standard on AMX)
- Engine Gauge (Oil Pressure and Ammeter)
- Electric Clock

They're easily installed and put extra money in the service till.



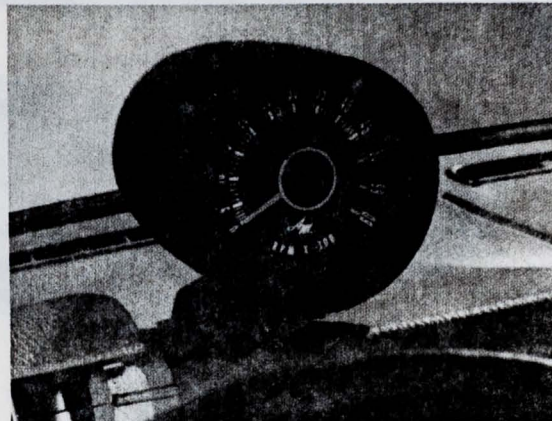
**A GO-GO PROFIT MAKER!**

**COMPLETE PARTS—IMMEDIATE DELIVERY!**



# TACHOMETERS

Both top-of-panel-mounted and the new "in-dash"-mounted AMX/Javelin Tachometer are available. In addition to being sporty, tachometers help a driver achieve the optimum in performance while shifting gears without overspeeding his engine. A very popular accessory—stock and sell it to your AM customers.



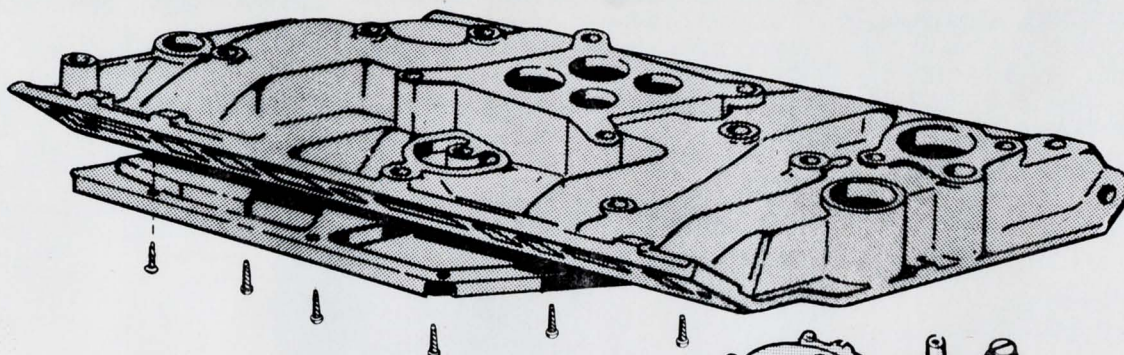
***COME TO US if you are modifying  
your customer's AM car for racing***

- TECHNICAL ASSISTANCE KNOW-HOW!
- COMPLETE INVENTORY OF COMPONENTS!
- GET THE RIGHT PARTS AT THE RIGHT PRICE!

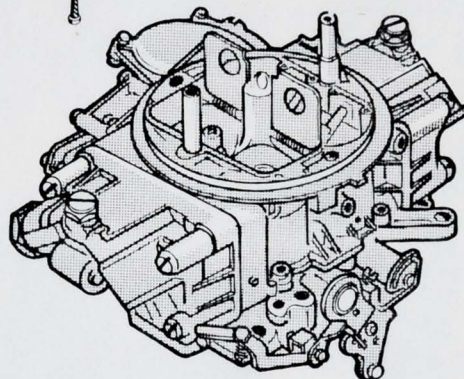
**WHEN IT COMES TO PERFORMANCE—ASK US!**



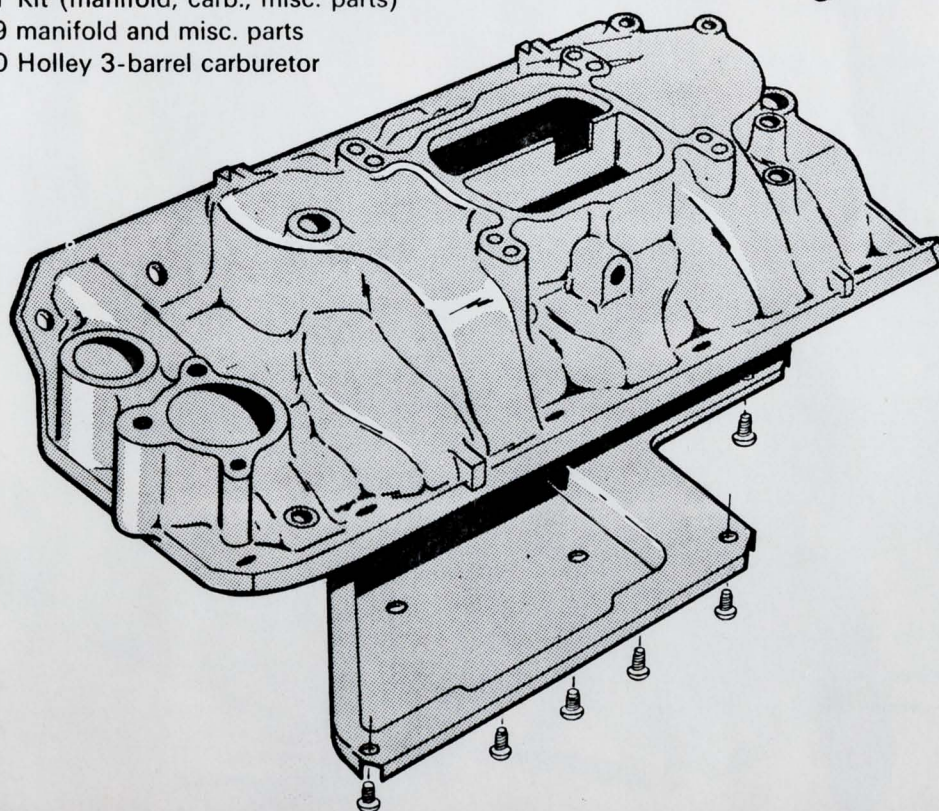
## High-Performance INTAKE MANIFOLDS



1. American Motors cast-iron 4-barrel manifold for 290 and 343 V-8's (standard on 390 V-8)
2. For all V-8's, a new high-riser aluminum intake manifold (by "Edelbrock") plus the "Holley" 3-barrel carburetor (950 cubic feet/minute), is also available for even greater performance.



#4485731 Kit (manifold, carb., misc. parts)  
#4485729 manifold and misc. parts  
#4485730 Holley 3-barrel carburetor



WE'RE PARTNERS WITH YOU IN PROFIT!



# SIXES

## SPECIFICATIONS

### "232" CID 145 hp

Type . . . . . OHV, 6 cylinder  
Bore & Stroke . . . . . 3 $\frac{3}{4}$ " x 3 $\frac{1}{2}$ "  
Displacement . . . . . 232 cubic inches  
Compression Ratio . . . . . 8.5:1  
Carburetor . . . . . Holley 1931, one barrel  
(Carter RBS with auto-trans.) (Holley 1931 on all Rogues)  
Horsepower . . . . . 145 @ 4300 RPM  
Torque . . . . . 215 @ 1600 RPM  
Fuel Recommended . . . . . Regular  
Oil Filter . . . . . Full-Flow  
Valve Lifters . . . . . Hydraulic  
Crankshaft Main Bearings . . . . . Seven

American Rogue (s) Rebel (s) Ambassador (s) Javelin (s)

### "199" CID 128 hp

Type . . . . . OHV, 6 cylinder  
Bore & Stroke . . . . . 3 $\frac{3}{4}$ " x 3"  
Displacement . . . . . 199 cubic inches  
Compression Ratio . . . . . 8.5:1  
Carburetor . . . . . Holley 1931, one-barrel  
Horsepower . . . . . 128 @ 4400 RPM  
Torque . . . . . 182 @ 1600 RPM  
Fuel Recommended . . . . . Regular  
Oil Filter . . . . . Full-Flow  
Valve Lifters . . . . . Hydraulic  
Crankshaft Main Bearings . . . . . Seven

American basic and 440 (s)

### "232" CID 155 hp

Type . . . . . OHV, 6 cylinder  
Bore & Stroke . . . . . 3 $\frac{3}{4}$ " x 3 $\frac{1}{2}$ "  
Displacement . . . . . 232 cubic inches  
Compression Ratio . . . . . 8.5:1  
Carburetor . . . . . Carter WCD, two barrel  
(Carter RBS with auto-trans.)  
Horsepower . . . . . 155 @ 4400 RPM  
Torque . . . . . 222 @ 1600 RPM  
Fuel Recommended . . . . . Regular  
Oil Filter . . . . . Full-Flow  
Valve Lifters . . . . . Hydraulic  
Crankshaft Main Bearings . . . . . Seven

Rebel (o) Ambassador (o)

# V-8's

## SPECIFICATIONS

### "290" CID V-8 200 hp

Type . . . . . OHV, V-8  
Bore & Stroke . . . . . 3.75" x 3.28"  
Displacement . . . . . 290 cubic inches  
Compression Ratio . . . . . 9.0:1  
Carburetor . . . . . A.M. two-barrel  
Horsepower . . . . . 200 @ 4600 RPM  
Torque . . . . . 285 @ 2800 RPM  
Fuel Recommended . . . . . Regular  
Oil Filter . . . . . Full-Flow  
Valve Lifters . . . . . Hydraulic  
Crankshaft Main Bearings . . . . . Five

Ambassador (s) American (s) Rebel (s) Javelin (s)

### "290" CID V-8 225 hp

Type . . . . . OHV, V-8  
Bore & Stroke . . . . . 3.75" x 3.28"  
Displacement . . . . . 290 cubic inches  
Compression Ratio . . . . . 10.0:1  
Carburetor . . . . . Carter four-barrel  
Horsepower . . . . . 225 @ 4700 RPM  
Torque . . . . . 300 @ 3200 RPM  
Fuel Recommended . . . . . Premium  
Oil Filter . . . . . Full-Flow  
Valve Lifters . . . . . Hydraulic  
Crankshaft Main Bearings . . . . . Five

American (o) AMX (s) Javelin (o)

### "343" CID V-8 235 hp

Type . . . . . OHV, V-8  
Bore & Stroke . . . . . 4.08" x 3.28"  
Displacement . . . . . 343 cubic inches  
Compression Ratio . . . . . 9.0:1  
Carburetor . . . . . A.M. two-barrel  
Horsepower . . . . . 235 @ 4400 RPM  
Torque . . . . . 345 @ 2600 RPM  
Fuel Recommended . . . . . Regular  
Oil Filter . . . . . Full-Flow  
Valve Lifters . . . . . Hydraulic  
Crankshaft Main Bearings . . . . . Five

Rebel (o) Ambassador (o)

### "343" CID V-8 280 hp

Type . . . . . OHV, V-8  
Bore & Stroke . . . . . 4.08" x 3.28"  
Displacement . . . . . 343 cubic inches  
Compression Ratio . . . . . 10.2:1  
Carburetor . . . . . Carter four-barrel  
Horsepower . . . . . 280 @ 4800 RPM  
Torque . . . . . 365 @ 3000 RPM  
Fuel Recommended . . . . . Premium  
Oil Filter . . . . . Full-Flow  
Valve Lifters . . . . . Hydraulic  
Crankshaft Main Bearings . . . . . Five

Rebel (o) Ambassador (o) Javelin (o) AMX (o)

### "390" CID 315 hp V-8

Type . . . . . OHV, V-8  
Bore & Stroke . . . . . 4.165" x 3.574"  
Displacement . . . . . 390 cubic inches  
Compression Ratio . . . . . 10.2:1  
Carburetor . . . . . Carter four-barrel  
Horsepower . . . . . 315 @ 4600 RPM  
Torque . . . . . 425 @ 3200 RPM  
Fuel Recommended . . . . . Premium  
Oil Filter . . . . . Full-Flow  
Valve Lifters . . . . . Hydraulic  
Crankshaft Material . . . . . Forged Steel  
Main Bearings . . . . . Five  
Connecting Rods . . . . . Forged Steel

AMX (o) All SST models (o)

NOTE: s (Standard) o (Optional)

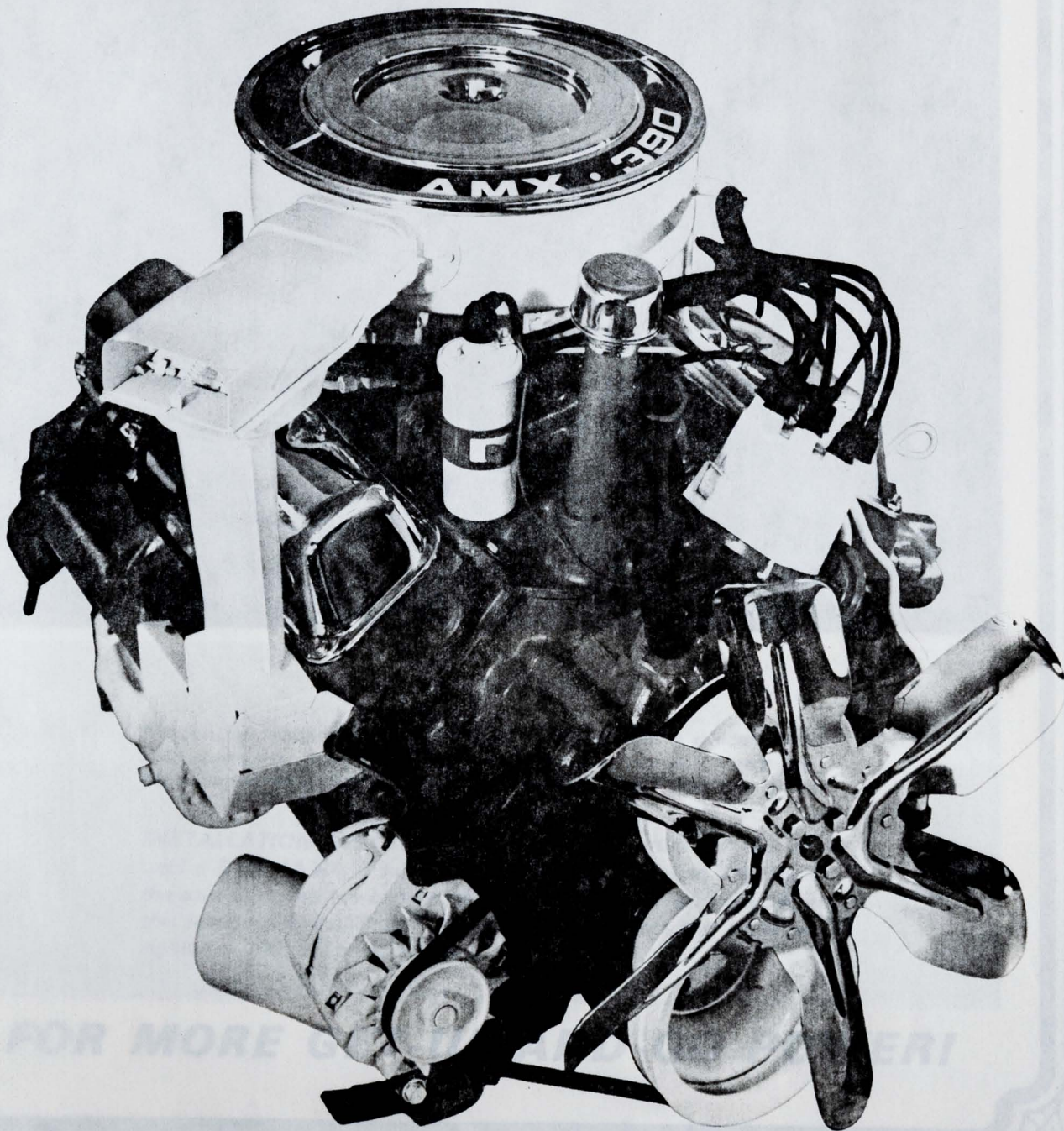


**Engine**

# **POWER 8 FOR '68**

**tailored to the  
customer's  
individual taste  
and choice!**

American Motors lineup of engines for 1968 covers a wide range of power options—from the thrifty "199" six, standard on the American, (base and 440) to the very latest "390" V-8, available on the new AMX, Javelin SST, Ambassador SST and Rebel SST. These Torque-Command (6) and Typhoon (V-8) power plants are high-performing, smooth-operating and tailor-made to fit all manner of drivers and tastes.

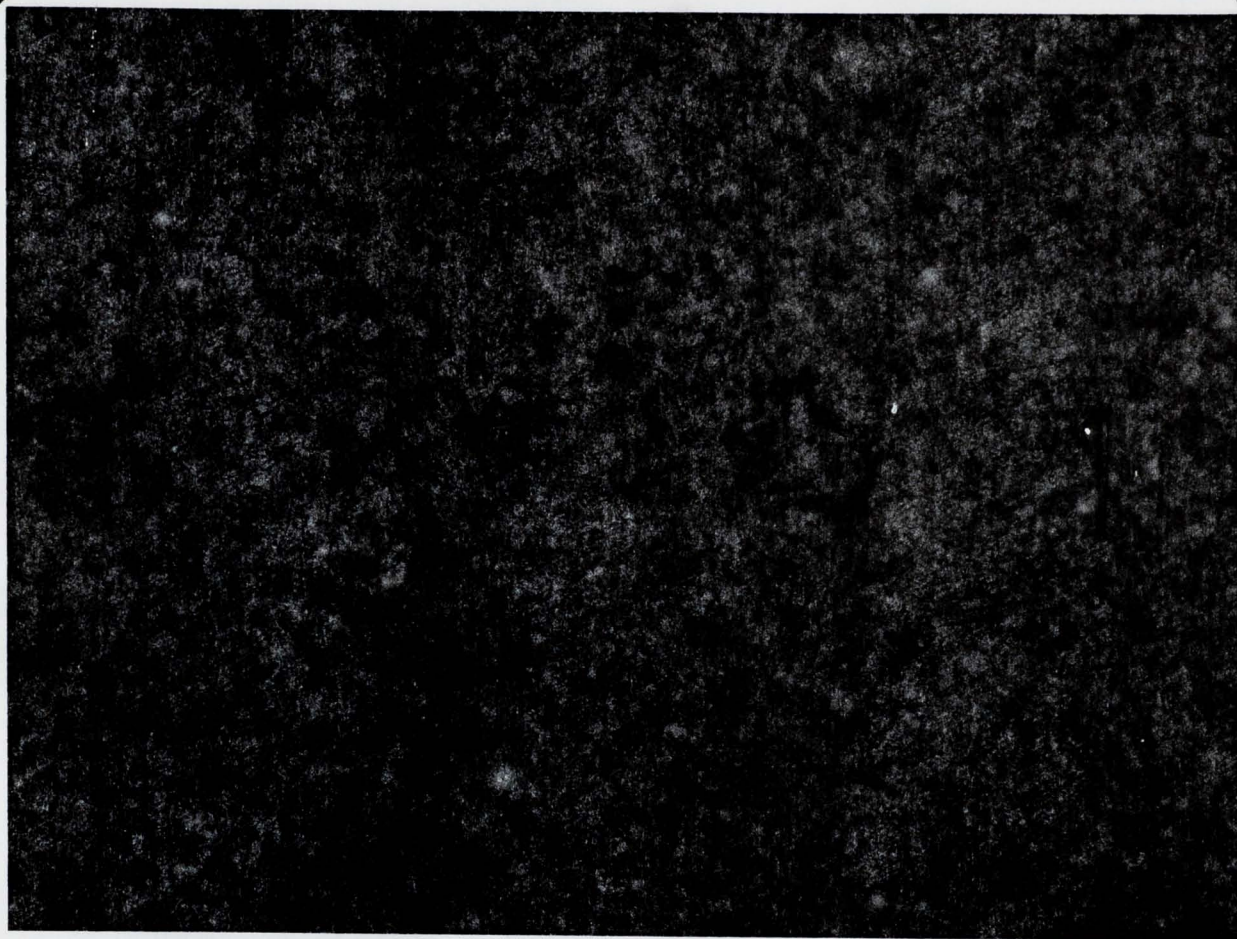


FOR MORE

ERI



## High-Performance **REAR TRACTION BARS**



(Torque Link Kit)

Available for Javelin and American owners. This equipment is standard on all AMX sports cars. Rear traction bars help to eliminate rear axle "power-hop" which sometimes occurs when cars are accelerated under maximum power.

**INSTALLATION INSTRUCTIONS:** Load the trunk of the car until a 5 $\frac{1}{4}$ " (AMX, 6 $\frac{1}{4}$ " ) height is obtained between the top of the axle tube and the bottom of the body side sill. With the car in this loaded position, install the torque link, spacers and bolts and tighten to 100 foot pounds torque.

**FOR MORE GET-UP-AND-GO POWER!**

**CALL US ANYTIME FOR TECHNICAL ASSISTANCE!**



because we're *hep* (with the pep) at

**AMERICAN MOTORS**



**PERFORMANCE OPTIONS**

*and other equipment you can sell to many of your AM customers!*



American Motors is widening its influence on the motoring public—performance options to please the most exacting!

Starting with the Javelin (introduced last fall) American Motors has been tagged by the groovy set and young adults as a “swinging” outfit. And to further this image, last month came the AMX, the personal sports car for the sports buff “who really cares.”

Thousands of people have already visited American Motors just to see this “dream” car with such “touches” as the production number *set in the dash* and the Space-Saver Spare (when you need it—wh-oo-shhh—it inflates).

To complement the excitement of the AMX, there's a whole new array of *performance options* and equipment for *all* American Motors cars—Ambassador, Rebel, Rambler American and Javelin. If you have performance-minded customers you think you can *sell*—why not study these next few pages carefully.

*(Be sure to call on us (by phone or in person) for  
any technical assistance or further information  
on these performance items.)*

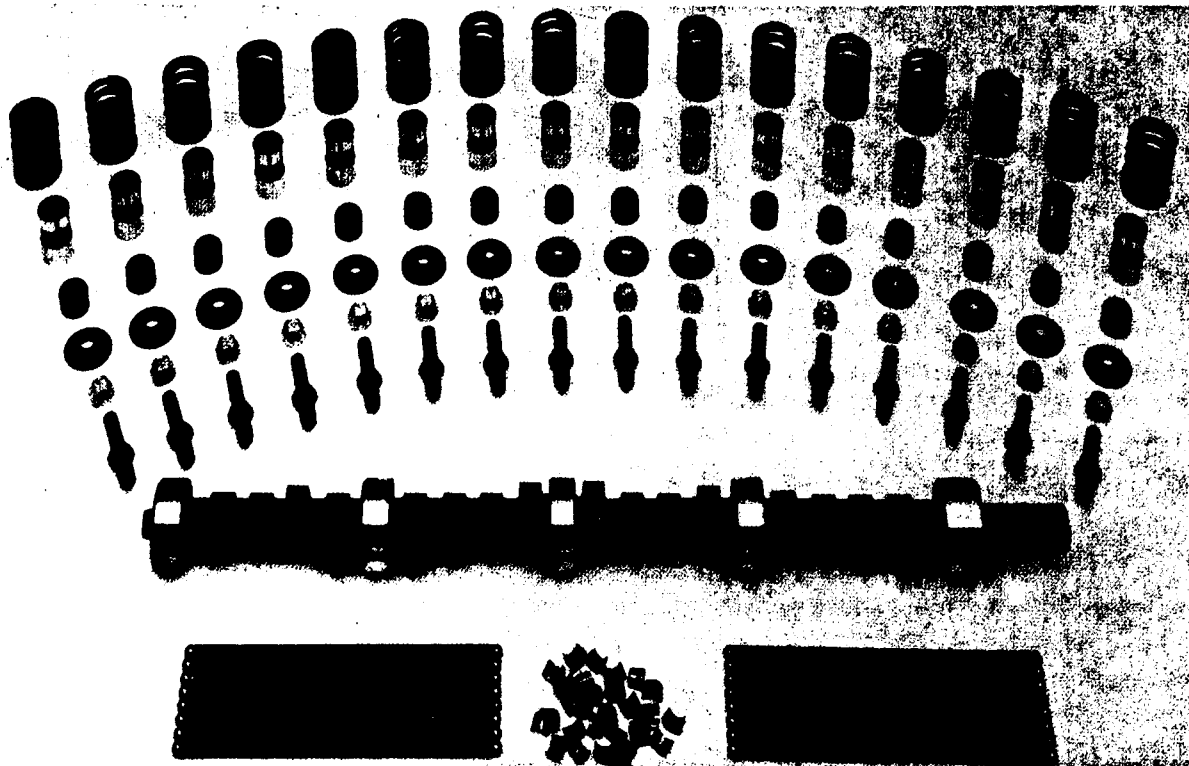
**SELL SAFETY—IT PAYS OFF BOTH WAYS!**



# HIGH-PERFORMANCE KITS

Here's a high-performance camshaft kit that will make a big hit with performance buffs young and old. Fits all AM V-8 engines. A package you can make money on. Let us show you how!

## Typhoon High-Performance Kits



- **High-Performance Camshaft Kit** (shown above) fits all Typhoon V-8 engines (290, 343, 390) provides increased horsepower and torque, permits higher engine speeds. Includes a high-lift, long-duration camshaft, competition-type hydraulic lifters, stronger valve springs with dampeners. To obtain full power increase, dual exhausts and exhaust "headers" are recommended when using this racing-type cam.
- **Cold Intake-Manifold Conversion Kit** includes a special heat-blocker gasket which increases power through greater density of the cooler fuel-air mixture.
- **Special Ratio Rear Axle Kits** include ring and pinion gears plus all necessary hardware to convert to a higher ratio, permitting extra performance obtainable at higher engine speeds. Ratios available now are 4.44:1 and 4.10:1 (3.73 and 3.91 available soon).

WE'RE AS NEAR AS YOU



# "Wire Fringing"

with the  
hottest  
sports car  
ever!



Performance-minded car enthusiasts have been dreaming about an exciting, sporty car like the AMX for a long, long time.

For the very *first* time, here's a first-choice personal car with the design, fit and *feel* to deliver legitimate sports car satisfaction at a price within the reach of the average "dreamer."

With its long hood and abrupt rear deck—total car length, 177.2 inches—this two-seater has forward-thrusting lines that truly suggest p-o-w-e-r—a wide-track stance comparable to much larger cars—with a pert wheelbase of only 97 inches!

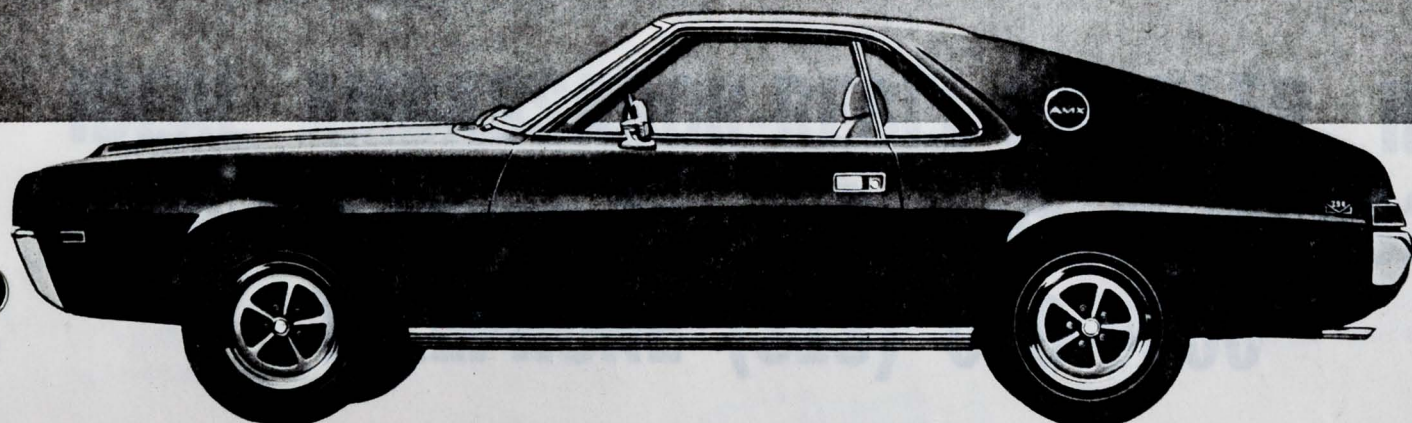
Bred from the exciting original "AMX idea car," the AMX has that *masculine* look which is so much a part of modern sports car styling. It has all the mechanical and equipment features you'd expect in a true sports car: Powerful engines (V-8's only)!

Special suspension (including rear traction bars) | High performance tires | Floor-mounted 4-speed transmission | Integral tachometer!

Inside the beautiful body are other wonderful features: Reclining slim-sectioned bucket seats! Carpeted storage area behind the seats! Trunk of nearly 10 cubic feet, with a space-saver collapsible spare tire! A yawning 19-gallon gas tank! Getting excited? Here's more: Deep-sectioned bumpers! Flow-through fresh air ventilation! Large, frameless side windows without vent windows for an "open-air" look! Smoother contoured outside door handles! Unique, preset-impulse door lock system! Features absent in most other sports cars! And a host of safety innovations!

The new high-performance 390 cubic inch V-8 engine introduced as an option on the AMX is the highest displacement engine ever offered by American Motors. This new free-breathing engine delivers 315 horsepower at 4600 RPM! *Standard* is a hefty 290 cubic inch 225 horsepower V-8 while another option is the zippiest 343, 280 horsepower V-8. All have four-barrel carburetors!

There's only a limited number of AMX's being made. So, we suggest if you want to see something really *special*...



**VISIT OUR SHOWROOM TODAY!**



**IN THIS ISSUE:** Sports sensation from American Motors, page 2; AM Performance options—Air Lift Air Springs, High-Performance Kits; Rear Traction Bars, Dual Exhausts, Intake Manifolds, Tachometers, Javelin—AMX Rally Pac; High-Performance Axle Components, Engine Components, pages 3, 4, 5, 6, 7, 8, 9, 10 & 11; New Chemical Products from American Motors, page 12. Special insert—8 engines for '68.



MARCH-APRIL, 1968  
VOL. 2 NO. 2



# Tech-ni-call

SENT TO YOU BY:

**IDEAL AMBASSADOR-REBEL-RAMBLER, INC.**  
**Parts & Service Ave. Detroit, Mich. 48232**  
**TELEPHONE (313) 000-0000**

Carl Chakmakian, Manager  
Performance Activities





## AMERICAN MOTORS SALES CORPORATION

14250 PLYMOUTH ROAD • DETROIT, MICHIGAN 48232

February 1, 1968

Performance Bulletin AM-68-5  
Z-68-5

TO: ALL AMERICAN MOTORS/RAMBLER DEALERS

SUBJECT: AM CONTINGENCY CASH AWARD PROGRAM  
for DEALERS and PRIVATE OWNERS

American Motors is engaged in sponsoring and conducting several race car programs on a national scale plus other related programs, all at no expense to AM Dealers. American Motors recognizes the fact that AM Dealers and private owners also wish to compete in various racing activities of their own on a local basis. Recognizing this, American Motors has chosen to establish a 1968 policy to pay for results, rather than pay for sponsorship.

The Contingency Cash Award Program for 1968 is an incentive program that acknowledges competition results of race cars sponsored by Dealers, Dealer Associations and private owners. The cash awards for competition race results will apply to any year and any model of an American Motors automobile with an AM-powerplant, and also for AM-powered special race cars, entered in officially-sanctioned racing events as follows:

1. NHRA World/National/Division "Championship Series" Drag Meets.
2. AHRA World/National/Division "Championship Series" Drag Meets.
3. SCCA Trans-American Sedan Races
4. SCCA U.S. Road Racing Championship Races
5. SCCA National Championship Races
6. NASCAR Grand Touring Races
7. NASCAR Grand National Stock Car Races
8. USAC Stock Car Division Races

Tentatively Planned  
Subject to Change  
Details to Follow

I'm sure you would agree it would be unwise and unfair of us to offer "behind-the-scenes" sponsorship to only a few selected dealers or individuals, and not offer the same privileges to all others. In other words, we simply could not operate an open policy of sponsorship for all requests since our resources are limited within the performance activities department.

Carl Chakmakian, Manager  
Performance Activities



# AMERICAN MOTORS CORPORATION

## INTERDEPARTMENTAL LETTER

DENVER

To	ALL ZONE WAREHOUSE MANAGERS	Date <b>Aug 15 8 37 AM '68</b>	August 13, 1968
From	B. P. Herrmann	Location <b>Aug 15 8 37 AM '68</b>	Automotive Parts - Milwaukee
Subject	Price of High Performance Rear Axle Gear Sets		Extension 220

On July 30, 1968 a price change became effective on the subject parts increasing the dealer net price from \$36.00 to \$83.10. This large price increase caused many complaints from dealers and has prompted us to review these prices.

It has been our practice to price high performance parts at a much lower markup from cost than normal parts in order to promote racing with our cars. In a few cases where costs are exorbitant, prices are set to recover costs with no margin of profit.

When the \$36.00 dealer net price was established for the high performance rear axle gear sets, it was based on an estimated cost received from our Kenosha production plant. Their actual costs turned out to be much higher, necessitating the increase to \$83.10 dealer net which just barely covered cost. However, upon further review it was decided to lower the prices effective August 14, 1968, as follows:

<u>Suggested List</u>	<u>Dealer Net</u>
\$130.00	\$78.00

The following part numbers are involved:

320 8551	448 5749
320 9854	448 5750
320 8546	448 6587

You may issue credit to any dealers who were billed \$83.10 between July 30th and August 14th, and request credit from the Parts Plant.

The new prices will appear in the next Price List which will be published October 1, 1968, but, as stated above, become effective August 14, 1968.

*B. P. Herrmann*

B. P. Herrmann  
Administration Manager

mb

c.c. - Messrs. P. E. Chovanec  
W. C. Shearer





## AMERICAN MOTORS SALES CORPORATION

14250 PLYMOUTH ROAD • DETROIT, MICHIGAN 48232

February 1, 1968

TO: ALL AMERICAN MOTORS/RAMBLER DEALERS

SUBJECT: PERFORMANCE ACTIVITIES FOR 1968

American Motors Corp. elected to become officially involved in the various fields of automobile racing by the establishment of a performance activities department in September 1967.

American Motors is not out to establish itself as having the most or the biggest racing program. We simply can't afford to do so. Instead, we are aiming to have the best racing program!

American Motors will be increasingly active in selected areas of competition where company resources and abilities will allow the opportunity to make creditable showings. With this in mind, we will not participate in a large variety or a large scale of racing programs.

There are a great many company, dealer and individual racing programs that we could sponsor and become involved with, but to do so, would simply scatter and spread thin our established resources and abilities to a point where none of the major programs would have enough support. This would naturally prevent us from concentrating on selected programs with the goal to achieve the best results possible for the time and money spent.

The AM performance activities programs and policies that are now in effect for 1968 are explained in the enclosed sections of this book.

I know you will be interested in the next page!

Cont.



DOUG THORLEY HEADERS  
5533 E. Whittier Blvd.  
Los Angeles, Calif. 90022

SUGGESTED DEALER PRICE LIST

<u>STOCK #</u>	<u>DESCRIPTION</u>	<u>CUBIC IN.</u>	<u>COST</u>
101	55-57 CHEV	265-283	\$ 84.00
102	55-57 CHEV	327	84.00
103	55-57 CHEV	396-427	102.00
105	58-64 CHEV	327	84.00
110	62-67 CHEV II	327	84.00
112	63-67 CHEVELLE	327	84.00
113	65-67 CHEVELLE	396-427	102.00
115	57-62 CORVETTE	327	84.00
116	63-69 STING RAY	327	84.00
117	65-67 STING RAY	396-427	102.00
118/120	67-69 CAMARO; 68-69 CHEV II	302-327-350	84.00
129	68-69 CHEV II; 68-69 CAMARO	396-427	102.00
130	68-69 CHEVELLE	396-427	102.00
131	68-69 CHEVELLE	327	84.00
133	68-69 STING RAY	396-427	102.00
135	63-69 CHEVELLE	327	84.00
301	65-69 OLDS	440-442-445	84.00
405	64-69 JUDGE GTO	389-400	84.00
408	67-69 FIREBIRD	389-400	84.00
415	68½-69 GTO	400	102.00
416	64-68 GTO	400	102.00
418	68½-69 FIREBIRD	400	102.00
503	62-65 DODGE; PLYM	383-426	84.00
509	66-68 DODGE CHG; PLYM RD. RUNNER	383-426-440	102.00
516	68-69 DODGE CHG; PLYM RD. RUNNER	383-426-440	102.00
518	68-69 DODGE DART; PLYM; BARRACUDA	340	102.00
519	68-69 DODGE CHG; PLYM RD. RUNNER	426	102.00
520	68-69 DODGE DART; PLYM BARRACUDA	DISC.	102.00
521	69 DODGE CHG; PLYM RD. RUNNER	383-426-440	102.00
601	60-64 FORD	390-406-427	102.00
605	67 FAIRLANE; COMET; MUSTANG	390	102.00
606	66-68 FAIRLANE	427	120.00
609	64-67 MUSTANG	260-289	84.00
618/619	68-68½-69 MUSTANG	427-428	120.00
620	68-69 COBRA; FAIRLANE; TORINO	427-428	120.00
622	69 MUSTANG; MACH I; COUGAR	289-351	102.00
712/713	68-69 JAVELIN; AMX	290-343-390	84.00
714	69 SCRAMBLER	390	84.00

AUG 6 9 05 AM '69





	YEAR	ENGINE	STOCK NO.	SUGGESTED LIST PRICE	CODE
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**FORD MOTOR CO.**

Comet	1967	390	D-605	\$170.00	3,11
Cobra Fairlane	1969	428 Crossover	D-620	\$200.00	21
Fairlane	1967	390	D-605	\$170.00	3,11
Fairlane	1966-68	427	D-606	\$200.00	11,21
Ford	1960-64	390-406-427	D-601	\$170.00	4,6
Mustang	1964-67	289 Hi-Rise	D-609	\$140.00	
Mustang	1967	390	D-605	\$170.00	3,11
Mustang	1968-68½	428 Cobra Jet Crossover	D-618	\$200.00	5,11,12,21
Mustang Mach I	1969	289-351	D-622	\$170.00	
Mustang Mach I	1969	427-428 Cobra Jet Crossover	D-619	\$200.00	5,21
Torino	1968-69	427-428	D-620	\$200.00	21

**CHRYSLER CORP.**

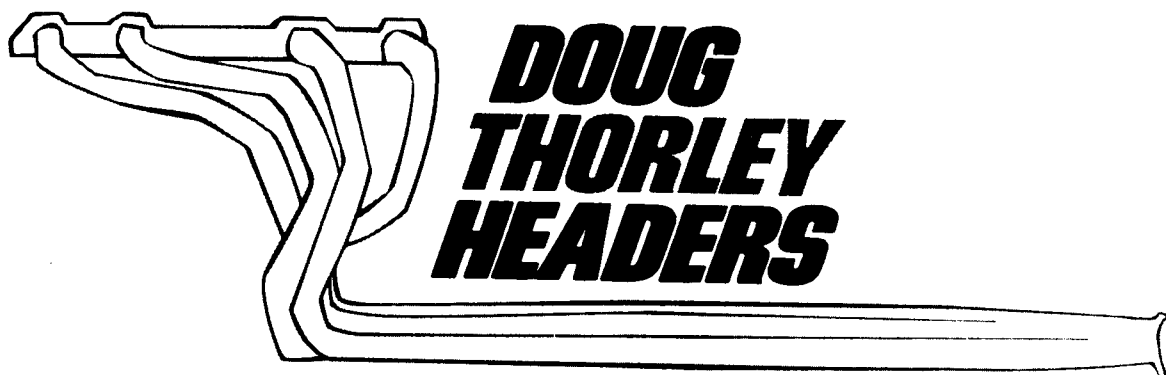
Charger	1966-68	383-426-440	D-509	\$170.00	1,12
Charger	1968-69	383-426-440	D-521	\$170.00	1,11,19
Charger	1968-69	426 Hemi	D-519	\$170.00	1,11
Dart	1968-69	273-340	D-518	\$170.00	1,11
Dodge	1962-65	383-426	D-503	\$140.00	1,4,20
Dodge	1968-69	426 Hemi	D-519	\$170.00	1,11
Plymouth	1962-65	383-426	D-503	\$140.00	1,4,20
Road Runner	1966-68	383-426-440	D-509	\$170.00	1,12
Road Runner	1968-69	426 Hemi	D-519	\$170.00	1,11
Road Runner	1968-69	383-426-440	D-521	\$170.00	
Barracuda	1968-69	273-340	D-518	\$170.00	1,11

**AMERICAN MOTORS**

Javelin & AMX	1968-69	290-343-390	D-713	\$140.00	
Scrambler by Hurst	1969	390	D-714	\$140.00	

**CODE**

- |   |  |  |
|---|--|--|
| 1. Cutting necessary                                | 7. Specify if heads are large round port                       | 17. On 1967-68 unit, brake block must be moved back 7" from front junction |
| 2. Will not fit with scatter-proof bellhousing      | 8. Hurst mounts only   | 18. Console stick and auto only  |
| 3. Stick only                                       | 11. No power steering  | 19. Automatic only   |
| 4. No power   | 12. No power brakes  | 20. Belvedere, Coronet and Satellite only                                  |
| 5. No air conditioning                              | 14. Indicate which side generator is on                        | 21. Rework Cross-member for header clearance                               |
| 6. Specify year, type heads, cubic inch, body style | 15. Master cylinder brake system must be replaced by 1966 unit |  |



DOUG THORLEY HEADERS 5533 East Whittier Blvd., Los Angeles, Calif. 90022 Phone (213) 685-5939

PRINTED IN U.S.A.



TERMS & POLICY

985X 24345

SAUL LOVATSON

EXHIBIT CASKETS

HEADLINE & COLLECTOR CASHIERS

[illegible]





1968-1969

## JAVELIN & AMX

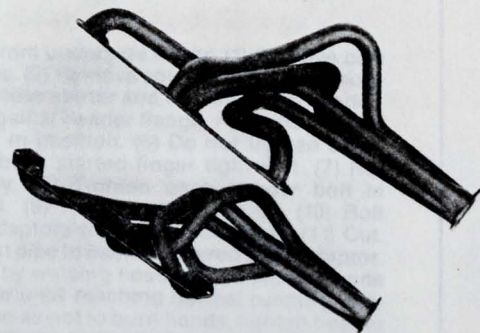
390 engine

Model D-713

Code None Price \$140.00

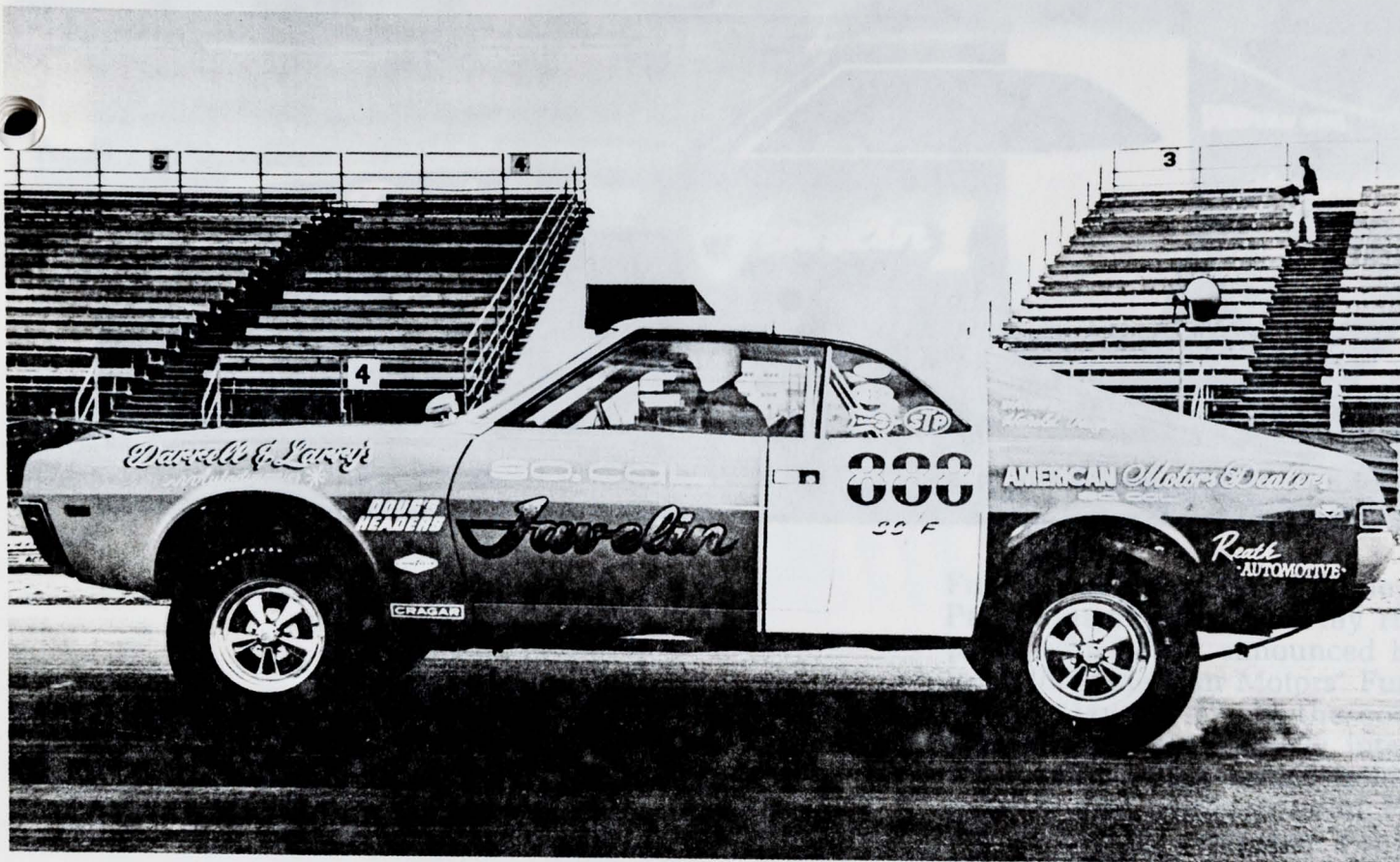
### Installation Instructions

Inside frame header. Install from underside of car. (1) Remove cast iron manifolds and head pipes. (2) Remove spark plugs. (3) Remove clutch idler assembly. (4) Remove starter and re-install with header. Check head bolt clearance against header flange. File if necessary. (5) Place gasket and header in position. (6) Do not tighten down header bolts, but do get all bolts started finger tight first. (7) Re-install clutch idler assembly. (8) Tighten each header bolt in sequence, until all are tight. (9) Replace spark plugs. (10) Bolt gaskets and tapered cone adaptors to header collectors. (11) Cut, fit and rebuild original exhaust pipe to back of tapered cone adaptor. (12) Connect exhaust system by welding head pipe to tapered cone adaptor. (13) Start motor, idle until reaching normal running temperature. (14) Using caution so as not to burn hands, tighten header bolts. (15) Check header bolts periodically for tightness.





# AMERICAN MOTORS



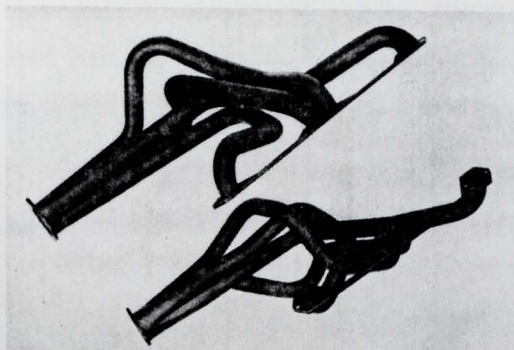
1968-1969

## JAVELIN

290-343 engines

Model D-712

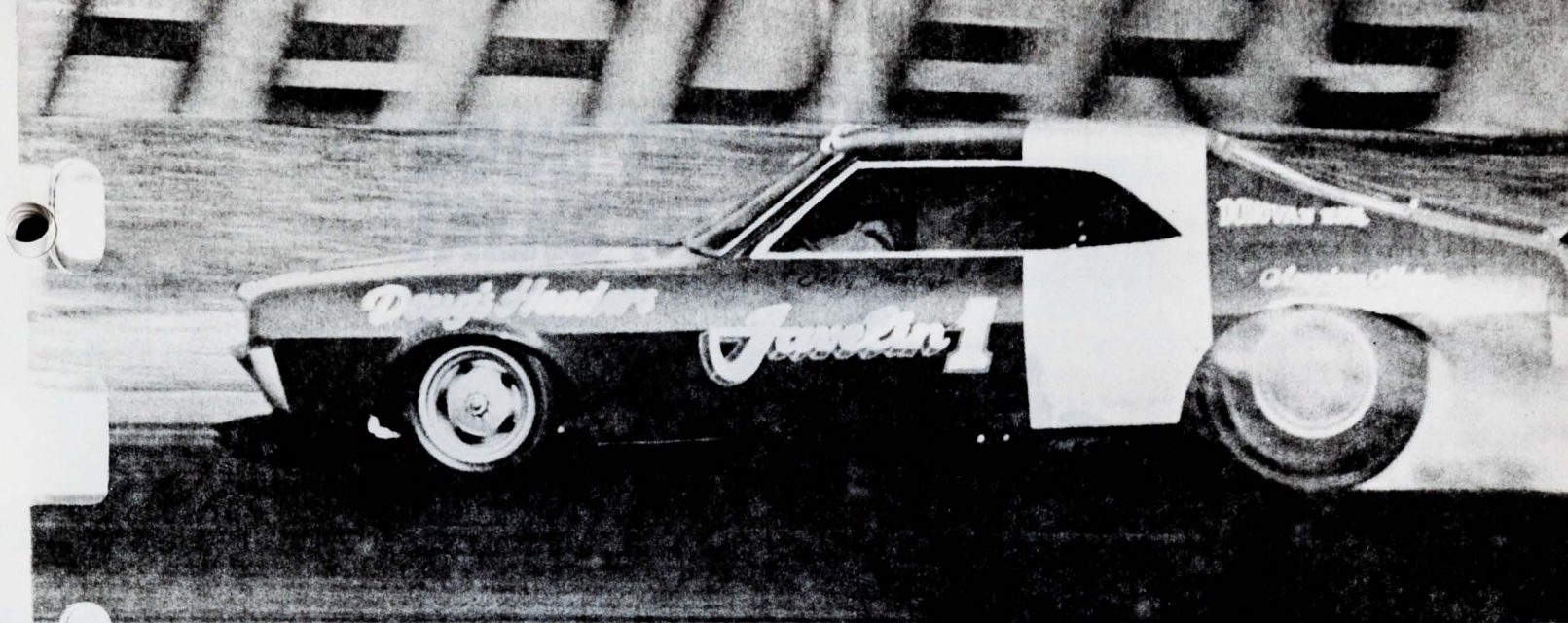
Code none Price \$140.00



### Installation Instructions

Inside frame header. Install from underside of car. (1) Remove cast iron manifolds and head pipes. (2) Remove spark plugs. (3) Remove clutch idler assembly. (4) Remove starter and re-install with header. Check head bolt clearance against header flange. File if necessary. (5) Place gasket and header in position. (6) Do not tighten down header bolts, but do get all bolts started finger tight first. (7) Re-install clutch idler assembly. (8) Tighten each header bolt in sequence, until all are tight. (9) Replace spark plugs. (10) Bolt gaskets and tapered cone adaptors to header collectors. (11) Cut, fit and rebuild original exhaust pipe to back of tapered cone adaptor. (12) Connect exhaust system by welding head pipe to tapered cone adaptor. (13) Start motor, idle until reaching normal running temperature. (14) Using caution so as not to burn hands, tighten header bolts. (15) Check header bolts periodically for tightness.





Front cover photo: Doug Thorley, (right) President of Doug Thorley Headers, poses with newly announced hot shoe team for American Motors' Funny Car entry, "Javelin I". In the cockpit is "Stormin Norman" Weekly, internationally famed NHRA record holder, who looks to new trophy-grabbing ET's during the hot '69 campaign. Keeping the \$13,000 S/XS blowing cool fuel are pro mechanics Glen Okazaki (left) and John Haven.

*Doug Thorley, President of the world famous Doug Thorley Headers group, poses with the newly announced hot shoe team for American Motors' Funny Car entry, "Javelin I".*

Behind each Doug Thorley Header stands Laboratory Research and Development; design, machining, detailing, in-house dynamic performance testing on drag strips at speeds to 200 mph.

The result is improved routing of the exhaust gases from the exhaust ports, which in turn makes for increased horsepower and engine efficiency throughout the rpm range.

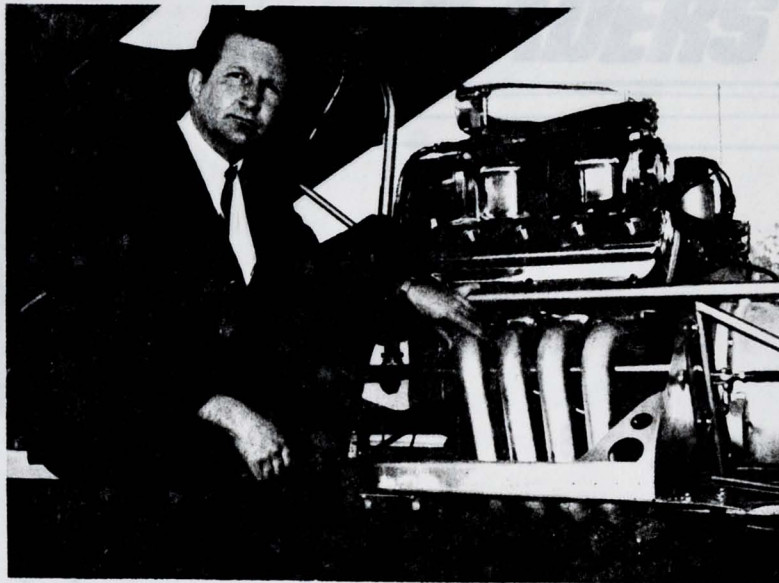
A recent national research study puts the Doug line of headers in the No. 1 spot ahead of all manufacturers. We're proud, too, that most of the "name" drivers run exclusively on our headers, and that pretty well tells you about our quality and performance capabilities.

Don't be satisfied with substitutes. The original and famous Doug Thorley Headers are honestly priced and shipped complete. No gimmicks. No optional components to buy.





# **DOUG THORLEY TALKS HEADERS**



Doug Thorley, President of the world famous Doug Thorley Header product line, is also internationally honored NHRA Driving Champion.

Behind each Doug Thorley Header stands endless months of Laboratory Research and Development; designing, engineering, machining, detailing; in-house dyno calibrating and performance testing on drag strips at speeds in excess of 200 mph.

The result is improved routing of the exhaust gasses from the exhaust ports, which in turn makes for increased horsepower and engine efficiency throughout the rpm range.

A recent national research study puts the Doug line of headers in the No. 1 spot ahead of all manufacturers. We're proud, too, that most of the "name" drivers run exclusively on our headers, and that pretty well tells you about our quality and performance capabilities.

Don't be satisfied with substitutes. The original and famous Doug Thorley Headers are honestly priced and shipped complete. No gimmicks. No optional components to buy.





*Warehouse Manager*

# **DOUG THORLEY HEADERS**



**1969**



# CAMS AND KITS FOR 1966-68 AMC 290"-343"-390"

THE ALL NEW XP HYDRAULIC PACKAGE

## HYDRAULIC SERIES

Part No.	Grind	Type	Intake	Exhaust	Lift	Lash	Duration	Price
1351-CY	280 HYD	Road & Drag	32-68	68-32	.440	.000	280°	\$95.00
1351-CY	300 HYD	Super Road & Drag	42-78	78-42	.440	.000	300°	95.00
1351-CY	310 HYD	Super Road & Drag	83-47	47-83	.440	.000	310°	95.00

1 pint Isky Cam-Lube and brass dash plaque.....Included FREE with cam

### Assembly Kit Components

3052-HY	Anti-Pump-up hydraulic tappets.....	\$48.00
4105	Barrel outer springs.....	28.00
3607-AL	Aluminum spring retainers.....	12.80
1 set of spring shims.....	Included FREE with kit	
1350-CYK	Cam and assembly kit.....	\$183.80 list

## HI REV SERIES

Part No.	Grind	Type	Intake	Exhaust	Lift	Lash	Duration	Price
1351-C	AM-32	Road & Drag	26-62	62-26	.450	.018	268°	\$95.00
1351-C	AM-33	Super Road & Drag	35-71	71-35	.450	.020	286°	95.00

1 pint Isky Cam-Lube and brass dash plaque.....Included FREE with cam

### Assembly Kit Components

1352-H	Special alloy hardenable iron lifters.....	\$36.00
4105	Barrel outer springs.....	28.00
1353	Chrome Moly tubular pushrods, non-adjustable.....	24.00
3607-AL	Aluminum spring retainers.....	12.80
1 set of spring shims.....	Included FREE with kit	
1350-CBK	Cam and assembly kit.....	\$105.80 list

## HARDFACE SERIES

Part No.	Grind	Type	Intake	Exhaust	Lift	Lash	Duration	Price
1351-HF	505-T	Magnum Oval Track	37-73	73-37	.505	.030	290°	\$180.00
1351-HF	505-C	Magnum Track	52-88	88-52	.505	.030	320°	180.00
1351-HF	550	Super Le Gerra	57-73	73-57	.540	.030	330°	180.00

1 pint Isky Cam-Lube and brass dash plaque.....Included FREE with cam

### Assembly Kit Components

1352	Special alloy chilled iron lifters.....	\$36.00
305-D	Silicon chrome outer valve springs.....	20.00
906-ARN	Silicon chrome inner valve springs.....	18.00
1353	Chrome Moly tubular pushrods, non-adjustable.....	24.00
3607-AL	Aluminum spring retainers.....	12.80
1 set of spring shims.....	Included FREE with kit	
1350-HFK	Cam and assembly kit.....	\$260.80 list

The XP Kit is available from AMERICAN MOTORS DEALERS only. Designed and produced by:

DLR Engineering  
7836 Firestone Blvd.  
Dept. J

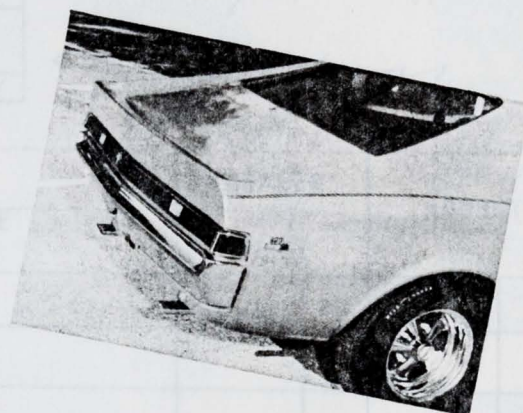
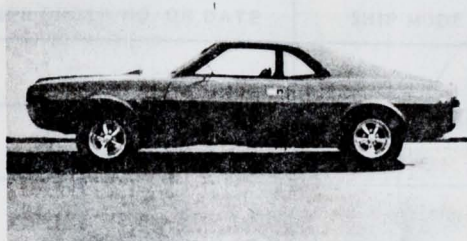


AMERICAN MOTORS, DETROIT, MICH. 90247 • (213) 770-0930

# A PREVIEW OF

1969

## THE ALL NEW *XP Javelin* PACKAGE



An ALL NEW mid-year prestige package is now available to all *JAVELIN* buyers from DLR Engineering. The XP dress-up kit adds a distinctive new look to an already sporty coupe. As a dealer installed option, the XP Kit gives the *JAVELIN* that low, sleek race car look that is in keeping with the modern day automotive design. Included in the XP Kit are:

**FIBERGLASS HOOD**— with functional air intakes when unblocked, or when left covered continues to add a low and wide hood scoop treatment.

**FIBERGLASS SPOILER**— complete with rear fender end caps, this addition not only adds to the appeal of the *JAVELIN*, but also is functional at increased speeds and winds. As with the hood, the spoiler combination flows with the original *JAVELIN* body lines.

**RACING TYPE WHEELS**— five wheels add luster and beauty to the overall appearance of the XP package.

**ALL WOOD STEERING WHEEL**— makes driving a pleasure with the sure grip for handling and comfortable, smooth feel of the road. A racing designed wheel insures quality and beauty to the drivers compartment.

**XP EMBLEMS**— add distinction to the XP Kit, setting it apart from all other sports type automobiles.—a sure indication of a discriminate buyer.

The XP Kit is available from **AMERICAN MOTORS DEALERS** only. Designed and produced by:

DLR Engineering  
7936 Firestone Blvd.  
Dept. J  
Downey, California 90241  
(213) 923-1338

SEND ORDER TO YOUR ZONE WAREHOUSE FOR FASTEST PROCESSING  
INSTRUCTIONS: COMBINE ZONE, REGIONAL AND MILWAUKEE



Printed in U. S. A.

INVOICE NO.



**ZONE USE ONLY**

*American Motors*

CHARGE TO \_\_\_\_\_ SHIP TO \_\_\_\_\_  
 STREET \_\_\_\_\_ STREET \_\_\_\_\_  
 CITY \_\_\_\_\_ *Comp. Equip. Co.* CITY \_\_\_\_\_  
 SHIP VIA \_\_\_\_\_ AUTHORIZED BY \_\_\_\_\_

DEALER CODE	ORDER TYPE	ZONE CODE	TERMS CODE	CUSTOMER ORDER NO. OR DATE	SHIP MODE
ZONE USE ONLY					ZONE USE ONLY

LIBRARY / Houghton  
Special Collections  
Public, 124

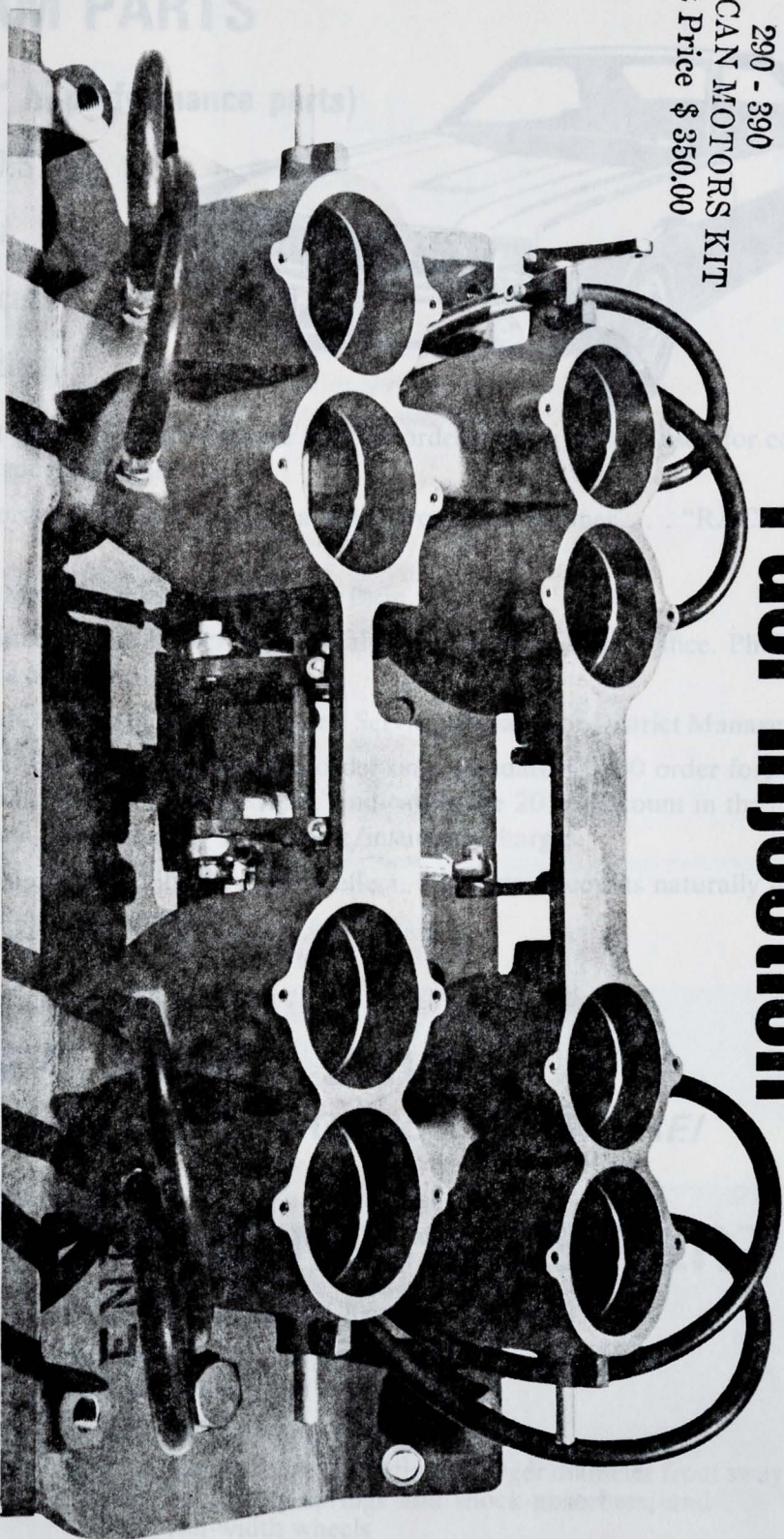
GROUP NUMBER	PART NUMBER	QUANTITY REQUIRED	PART NAME	DEALER NET PRICE	AMOUNT
	Jordan -		500 / Block 1404		
RH-	722-5260.		End view of Rod		
					
	(Length of Rod. Only to C.A.)				
			390 mm X		
	(5.778-5.792)		NOM- 2.741-		
			CEN- 2.370		
DIA. of BRC ENH - at Rod-	(2.3745-2.3750)				
HA. of Main BRC. Hol. in Block.	2.9410-2.9417				

SEND ORDER TO YOUR ZONE WAREHOUSE FOR FASTEST PROCESSING

INSTRUCTIONS: COMBINE ZONE, REGIONAL AND MILWAUKEE PARTS AND ACCESSORIES ON THIS FORM

# AMERICAN MOTORS 290-390 Fuel Injection

290 - 390  
AMERICAN MOTORS KIT  
Net Price \$ 350.00



## COMPLETE RACING KIT

**\$390<sup>00</sup>**

Kit includes:

- Injector with all bypasses and idle valve
- One piece spun aluminum ram tubes available in lengths from 5" to 16"
- Filter-Valve (shutoff valve and fuel filter combination)
- Timing belt pump drive
- 80A fuel pump
- All fuel lines including 3/4" inlet hose and fuel tank outlet fitting. The return line hose is not included but can be ordered, made to your specific length.

## SPECIFICATIONS

Butterfly diameter	2.44"
Overall height	6"
Weight (injector only)	22 lbs.
Injector casting — aircraft quality 319 aluminum	

## ACCESSORIES

Bypasses (each)	.60
Extra nozzles (set of 8)	33.00
Spark plug cleaner 16 oz. aerosol can	3.75
Degummed castor oil (for fuel pumps) 1 qt.	3.00
Nitro analyzer kit	36.00

FROM 15 YEARS AGO COMES THIS ORIGINAL AD. IT WAS FOUND IN A PARTS BOOK AT THE DENVER ZONE NOVEMBER 1983. THESE UNITS ARE EXTREMELY RARE. THIS EDITOR HAS SEEN ONLY ONE IN THE FLESH EVER! BETCHA THIS COULD MAKE YOUR AMC V-8 FLY.

**ENDERLE Fuel Injection**  
12405 LOS ANGELES ST., GLENDALE 4, CALIFORNIA Phone: 313-3-2175



## **PARTS DISCOUNT PROGRAM FOR DEALERS!**

# **20% DISCOUNT (based on dealer net cost) ON ALL AM PARTS**

**(Regular parts and "Group-19" hi-performance parts)**

ordered by AM dealers in the U.S.

who are currently sponsoring or

cosponsoring competition race cars

at rally events in their communities.



To qualify for the 20% parts discount program, and to assure that the ordered parts will be used for competition race cars only, the following steps must be taken:

1. The Dealer may use any present order form and print in a bold, prominent manner . . . "RACE CAR PARTS."
2. The Dealer or his Parts and Service Manager must sign the order form.
3. Written order form must be submitted by the Dealer via normal channels to the Zone Office. Phoned-in orders are acceptable in case time is a problem.
4. Orders must have an approval signature from the Zone Parts and Service Manager or District Manager.
5. Upon receipt of such Dealer orders, the Zone translates the order on a standard F9800 order form, and then marks the top of the order form "RACE CAR PARTS," indicating the 20% discount in the appropriate place below. The 20% discount does not apply to shipping/insurance charges.
6. The present 5%, 7½% and 10% discounts continue to be in effect, but these discounts naturally *do not* apply if the 20% discount for race car parts is applied.

## **SAVE! SAVE! SAVE!**

***Get youthful and young adult PRODUCT EXPOSURE!***

## **LOOKING FOR A BUSINESS-GETTER?**

*Javelin*  
**GO  
PACKAGE**

- 280 HP 343 CID V-8 engine
- Dual Exhaust System
- Power Disc Front Wheel Brakes
- E70-14 Red-Line Wide Profile Tires
- Handling Package consisting of larger diameter front sway bar, heavy-duty springs and shock absorbers, and 5½" rim-width wheels
- "Rally" Stripes on side (in place of thin line stripes).

A real money-maker special for your dealership!

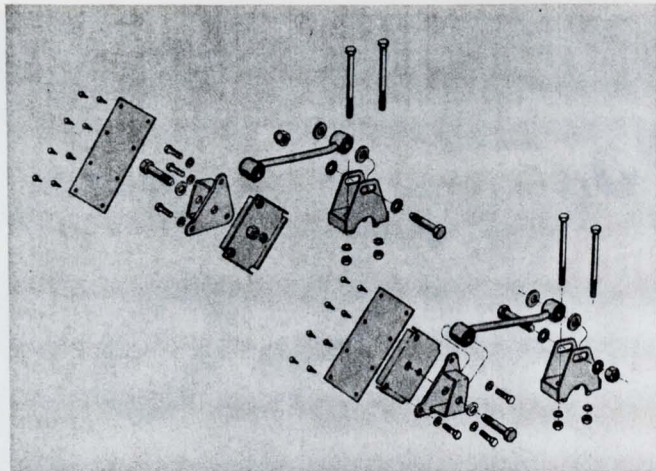
For the performance-minded Javelin buyer—here's another "GO" package that is available as an option. It's got *everything!*

**SELL IT STRONG!**



## High-Performance REAR TRACTION BARS

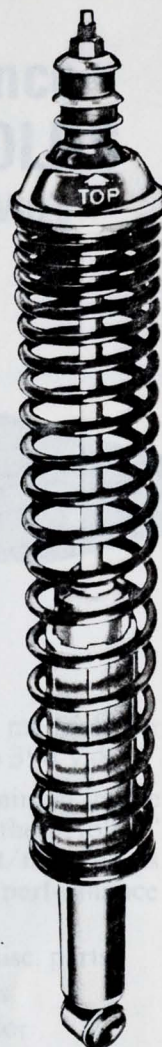
(Torque Link Kit)



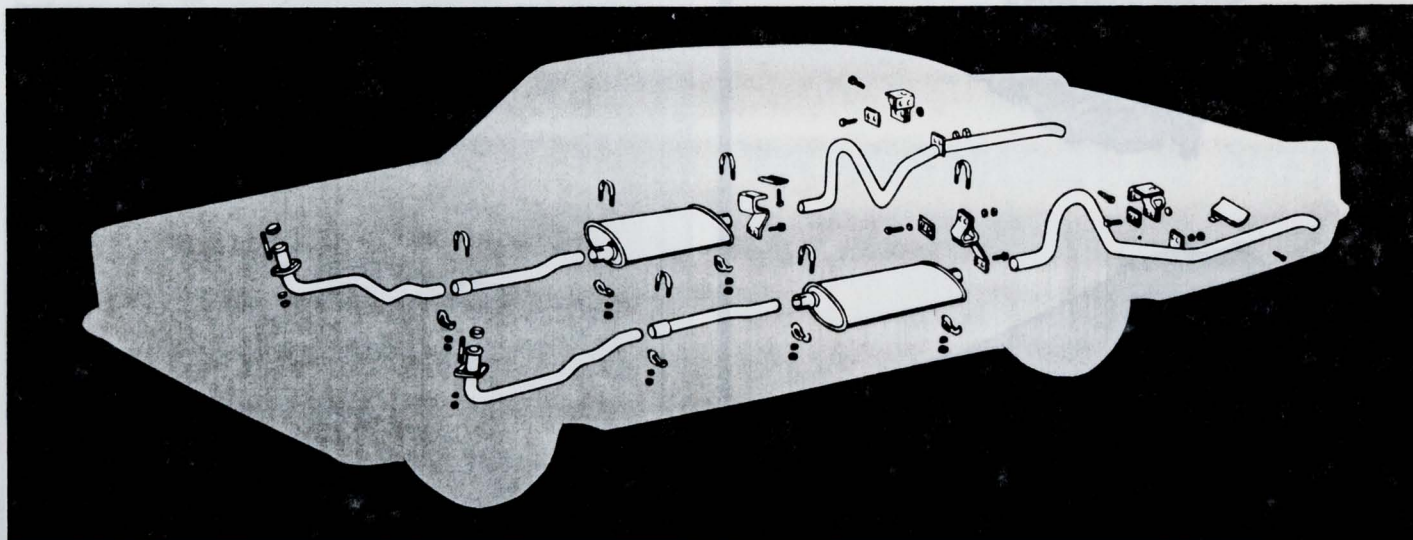
There's a growing market for this new, high-performance Rear Traction Bars option (Torque Link). The equipment is standard on all AMX cars, as you know, but it's also available for Javelin and American owners who want that *little extra* get-up-and-go power. Javelin Kit (#4485582). American Kit (#4485753).

## LOAD LEVELERS

For unusually heavy loads and driving those rough roads. Easily installed in place of rear shocks. Load levelers provide a *controlled* ride even when traveling *light*. Push this performance item and profit. There's a good demand!



## DUAL EXHAUSTS

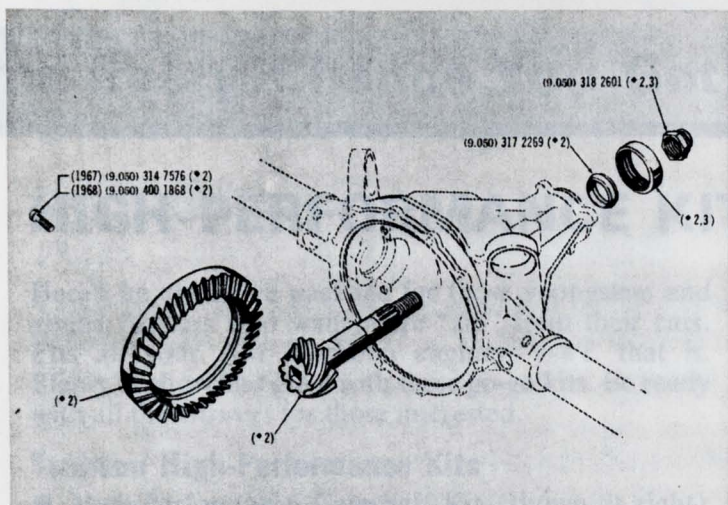


Cash in on "dual exhaust" interest *now* by aggressively promoting it to selected customers. Conversion parts are available for all V-8 engines but not available on station wagons or the American Series. Be ready when customers ask about "dual exhausts." Refer to your R-14067 Parts Catalog—it lists all components to make a conversion to "duals."



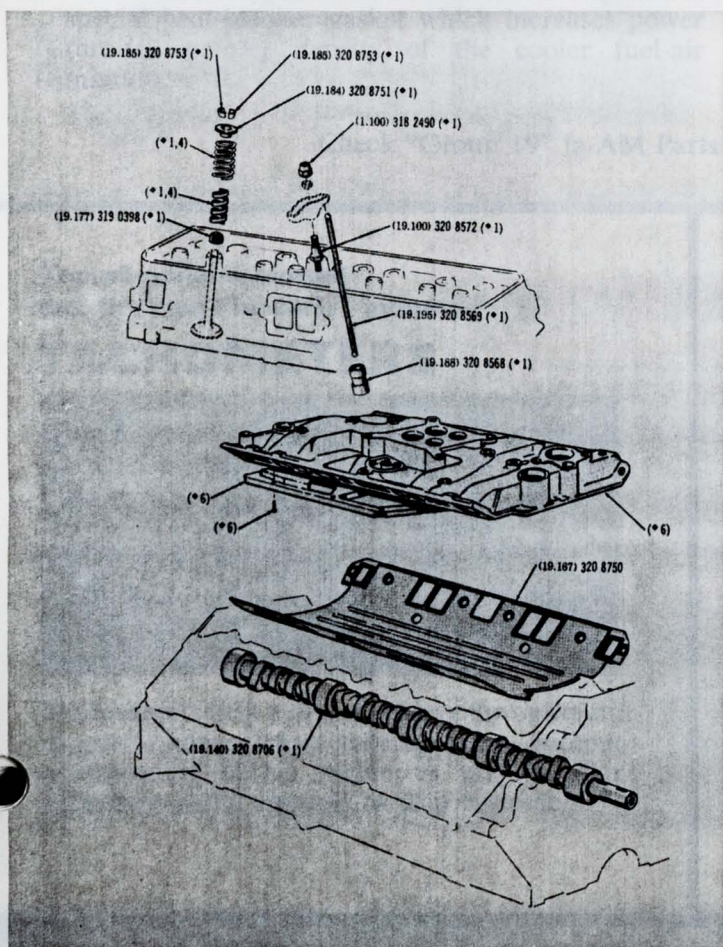
## High-Performance AXLE COMPONENTS

For 290, 343 and 390 V-8's



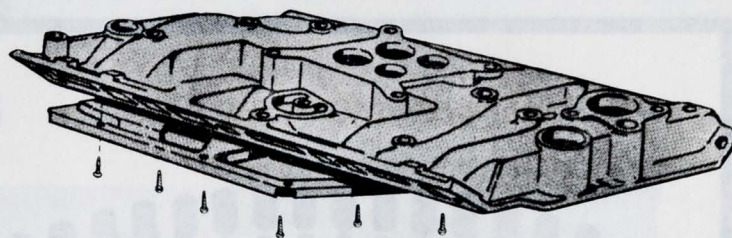
## High-Performance ENGINE COMPONENTS

For 290, 343 and 390 V-8's



## High-Performance INTAKE MANIFOLDS

For 290, 343 and 390 V-8's

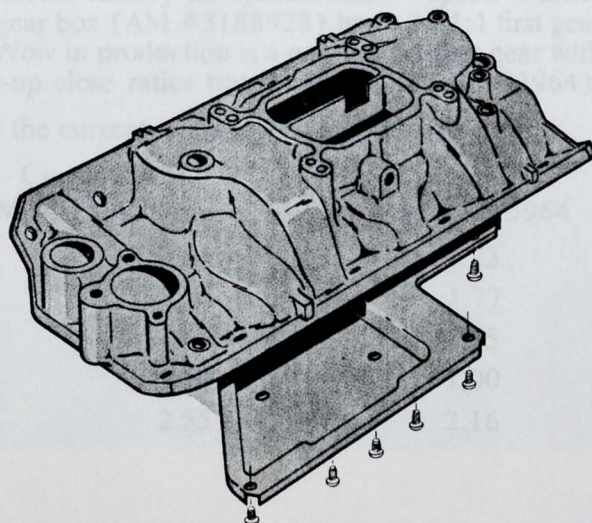
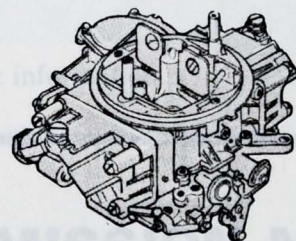


1. American Motors cast-iron 4-barrel manifold for the 290 and 343 V-8's (standard on 390 V-8).
2. For all V-8's, a new high-riser aluminum intake manifold (by "Edelbrock"), plus the "Holley" 3-barrel carburetor (950 cubic feet/minute), is also available for even greater performance with the:

#4485731 KIT (manifold, carb., misc. parts)

#4485729 manifold and misc. parts

#4485730 Holley 3-barrel carburetor





# and PROFIT



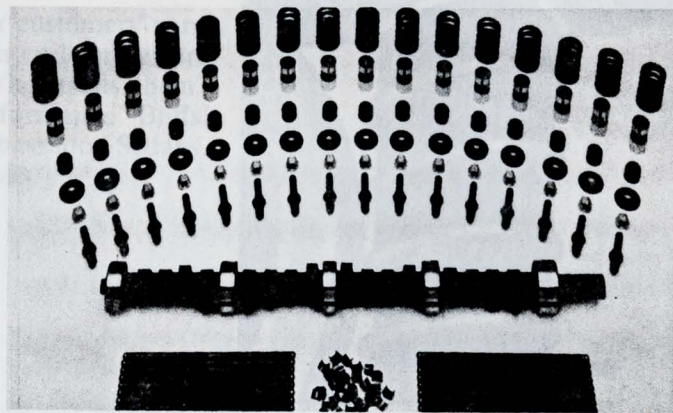
Items Every Chance You Get!

## HIGH-PERFORMANCE KITS

Here's an attractive package for those youngsters and young oldsters who want more "zip" from their cars. Fits all your AM Typhoon engines—V-8's, that is. Plenty of show and glow with these go-go kits. Be ready with all the *answers* for those interested.

### Typhoon High-Performance Kits

- High-Performance Camshaft Kit (shown at right) fits all Typhoon V-8 engines (290, 343, 390), provides increased horsepower and torque, permits higher engine speeds. Includes a high-lift, long-duration camshaft, competition-type hydraulic lifters, stronger valve springs with dampeners. To obtain full power increase, dual exhausts and exhaust "headers" are recommended when using this racing-type cam.
- Cold Intake-Manifold Conversion Kit includes a special heat-blocker gasket which increases power through greater density of the cooler fuel-air mixture.

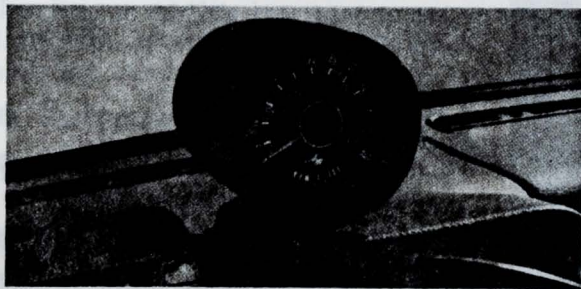


- Special Ratio Rear Axle Kits include ring and pinion gears plus all necessary hardware to convert to a higher ratio, permitting extra performance obtainable at higher engine speeds. Ratios available now are 4.44:1 and 4.10:1 (3.73 and 3.91 available soon).

Check "Group 19" in AM Parts Catalog for complete information.

Top-of-panel-mounted  
and the new "in-dash"-mounted

## TACHOMETERS



Tachometers help a driver achieve the optimum in performance while shifting gears—without overspeeding of his engine. A very popular accessory—sell it strongly to your customers.

## TRANSMISSION NOTE:

The current factory all synchromesh 4-speed Warner T-10 gear box (AM #3188928) has a 2.64:1 first gear ratio. *Now* in production is a *new* 2.23:1 first gear with follow-up close ratios transmission (AM #3193964).

Here's the current and the *new* gear box lineup:

	Current AM #3188928	New AM #3193964
1st	2.64	2.23
2nd	2.10	1.77
3rd	1.46	1.35
4th	1.10	1.00
Rev.	2.55	2.16





**By Stressing These "Performance**

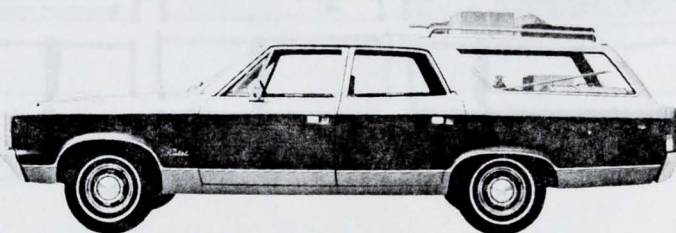
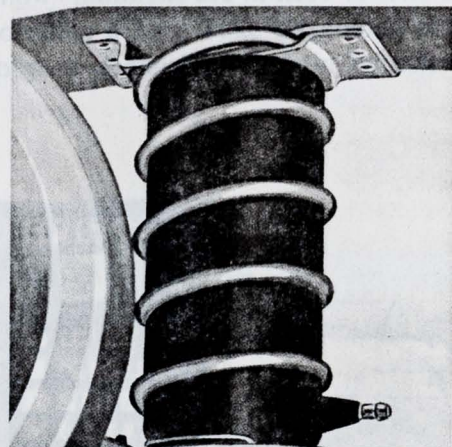
## American Motors

### AIR LIFT AIR SPRINGS

Profits are in the *bag* when you install AM Air Lifts in your customers' cars. Made of tough butyl cylinders, these air cells inside the rear coil springs are completely adjustable for any load or road condition. Who needs them? Salesmen! Campers! Sportsmen! Trailer Haulers! Performance Buffs! Model application: Kit No. 8992349 for Rebel and Ambassador Sedans. Kit No. 8992350 for Rebel and Ambassador Station Wagons.

- Equalize Rear Wheel Traction
- Give Maximum Acceleration
- Improve stability and passenger comfort
- Keep cars at their *level* best always.

**LET YOUR CUSTOMERS KNOW YOU CAN INSTALL  
AMERICAN MOTORS AIR LIFT AIR SPRINGS!**



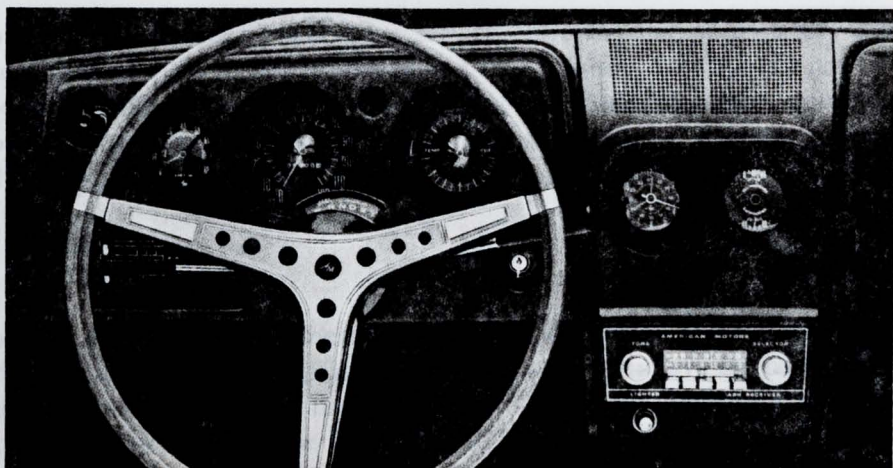
## Javelin RALLY PAC

For those sports car "buffs" who have Javelins or AMX's but want to get a little extra sports car feel and "look"—sell them this accessory Rally Pac:

- Tachometer (standard on AMX)
- Engine Gauge (Oil Pressure and Ammeter)
- Electric Clock.

They're easily installed and put extra money in the service till.

**A GO-GO  
PROFIT MAKER!**



AMERICAN MOTORS • REBEL • AMBASSADOR • JAVELIN • AMX



Take advantage of the

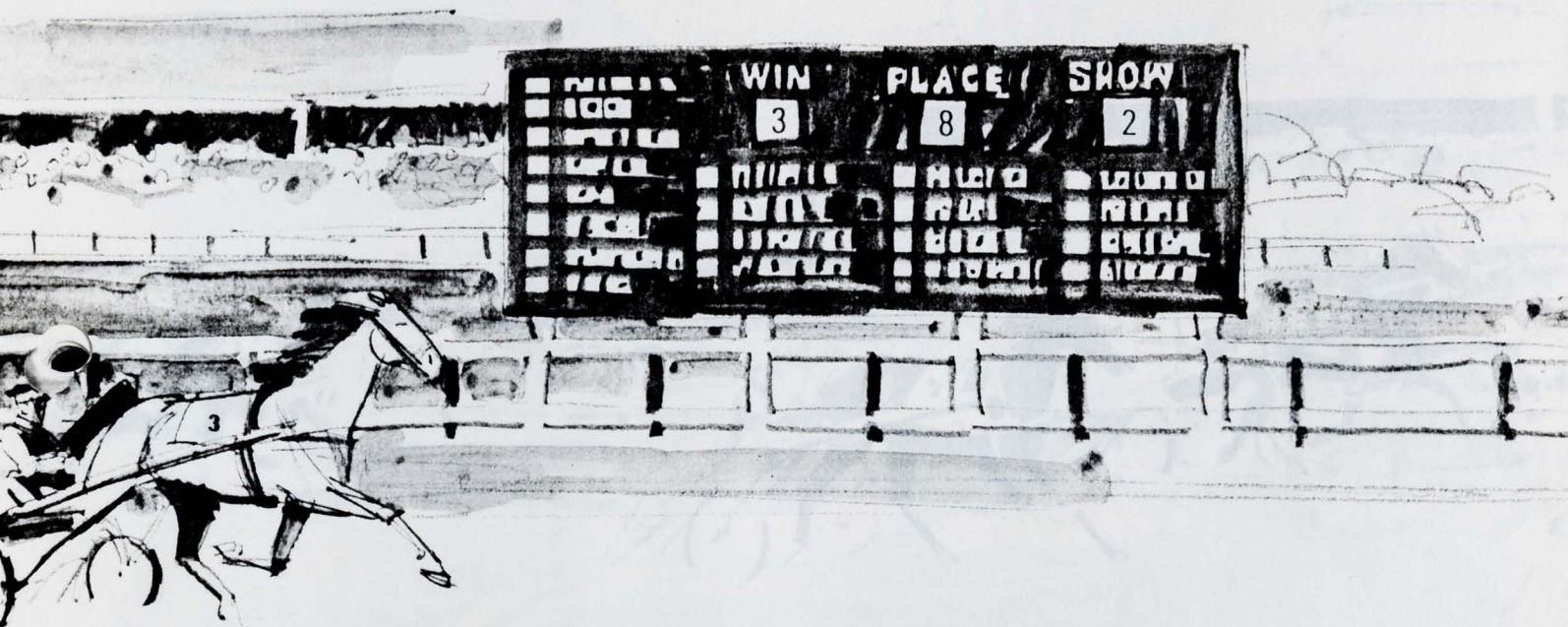
# AMX CAN BUILD FOR YOU...

• PERFORMANCE PARTS • HIGH-PROFIT ACCESSORIES

## WIN



more service and parts sales by letting these new and regular customers know the *complete* services you offer. Right now—motorists are in need of tune-ups, wheel alignment and brake services to name a few. Take advantage of the extra traffic AMX is sure to bring to your dealership—cash in by offering “Specials.”



## PLACE



your accessories board near your service entrance and, if possible, another accessories display in your showroom so that visitors viewing the new AMX sports car will be readily exposed to them. *Sell* shock absorbers, comfort and convenience items like tissue dispensers, litter baskets, stereo tape players, wheel discs, station wagon and sedan luggage carriers, etc.

## SHOW



the *new* and *regular* customers entering your showroom and service areas that you are earnestly interested in *their* business—that you have the factory-trained mechanics to take care of their every need—that your service labor prices are *competitive* in every degree. It will pay off for you—*right across the board!*

**AMBASSADOR • REBEL • RAMBLER AMERICAN • JAVELIN • AMX**

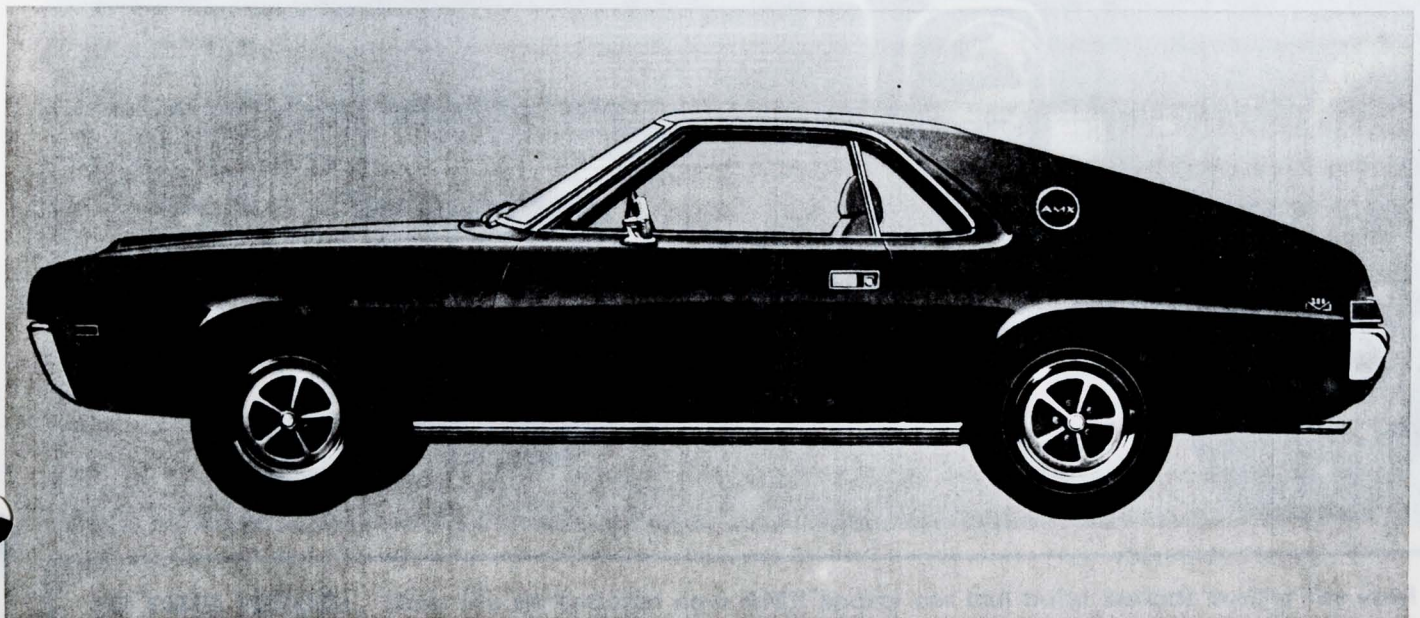


# Take advantage of the **SERVICE DEPARTMENT TRAFFIC**

• NEW CUSTOMERS • SERVICE LABO

## **RIGHT ACROSS THE BOARD!**

American Motors dealers never had it so good! The new and sensational AMX sports car is a traffic-builder as never before. Scores of *new* faces will be peering through your showroom windows—"spec" questioning your salesmen in earnest—getting to know your facilities. Not to mention your *regular* customers—they'll really be excited!



Pages 2-3, Push, Promote and Profit on getting on the AMX.  
Page 4, 5, 6 and 7, Big 20% Dealer Discount! Page 8.

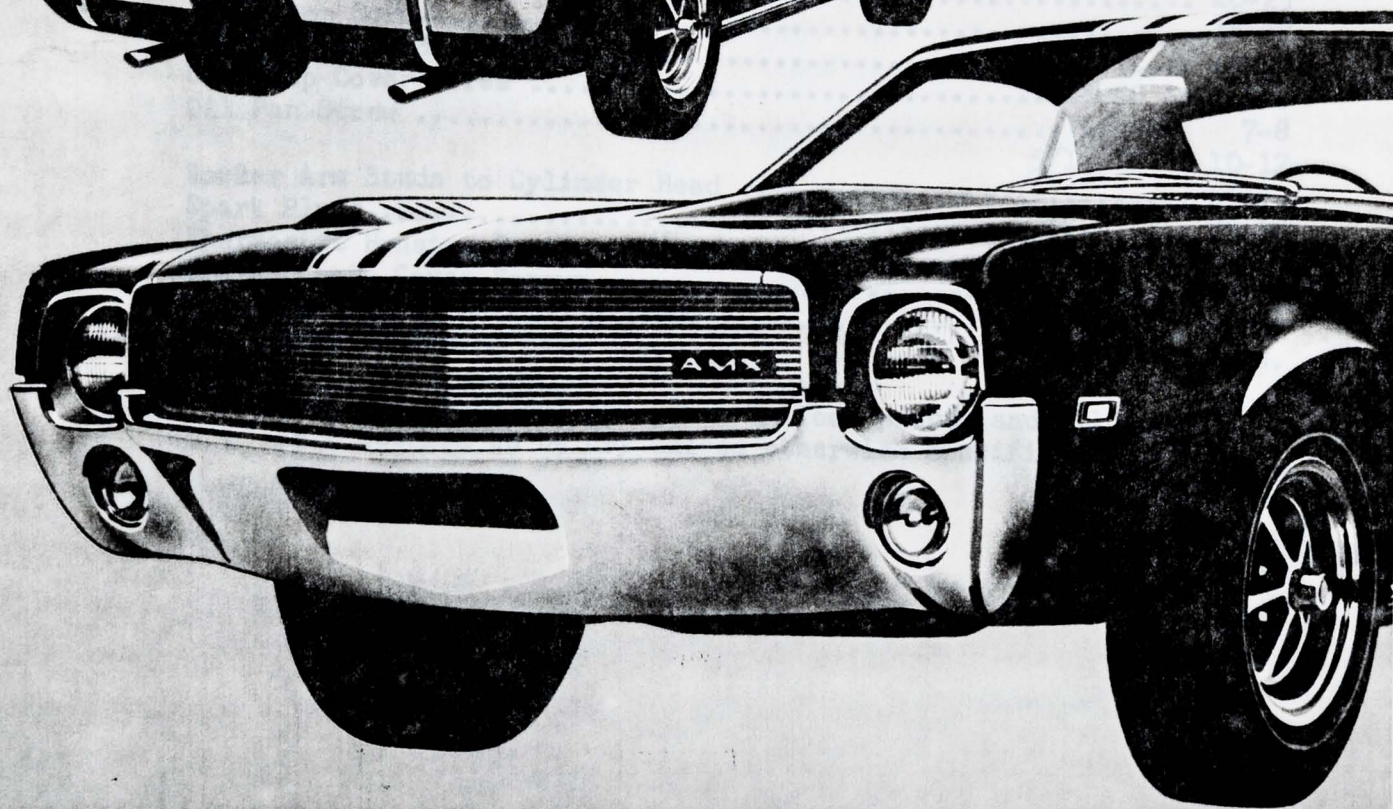
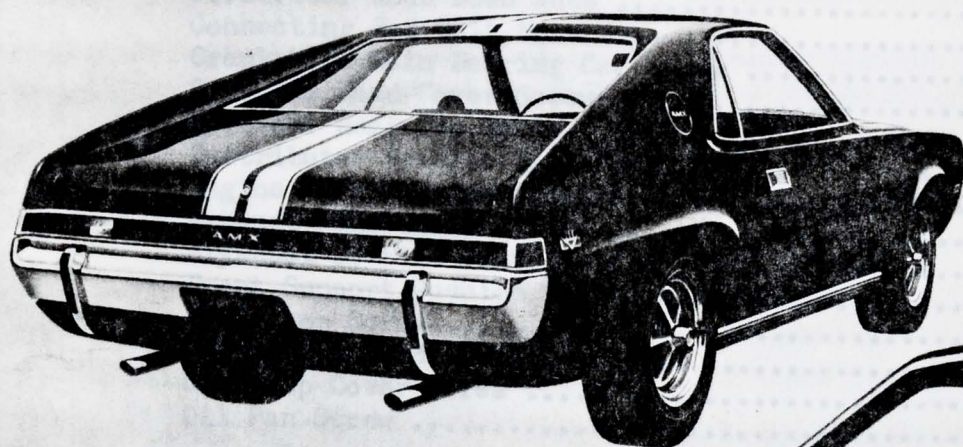




# parts, service & accessories **MERCHANDISER**

MARCH-APRIL 1968 VOLUME 9 NO. 2

**AMX** for people who **LOVE** sports cars!  
for dealers who **LOVE** traffic!



**IN THIS ISSUE:** How the sensational new AMX sports car can build service traffic for you! Pages 2-3. Push, Promote and Profit—A galaxy of high-performance options! Pages 4, 5, 6 and 7. Big 20% Dealer Discount! Page 8.



290-343 C.I.D. ENGINE

TORQUE SPECIFICATIONS

	Recommended Torque in Foot Pounds*
Camshaft Gear Screw .....	25-35
Carburetor Hold Down Nuts .....	12-15
Connecting Rod Bolt Nuts .....	27-30
Crankshaft Main Bearing Cap Screw .....	95-105
Cylinder Head Cover Screws .....	20-30 In. Lbs.
Cylinder Head Cap Screw .....	72-77
Distributor Bracket Retaining Screw .....	10-15
Engine Rear Support Cushion to Case Cap Screws .....	30-35
Exhaust Manifold Bolts .....	30-35
Flywheel or Flex Plate to Crankshaft Screw .....	100-110
Front Support Cushion to Block Screw .....	20-25
Fuel Pump Screw .....	15-17
Intake Manifold Screw .....	40-45
Oil Pump Cover Screw .....	48-60 In. Lbs.
Oil Pan Screw .....	1/4-20 7-8
	5/16-18 10-12
Rocker Arm Studs to Cylinder Head .....	65-70
Spark Plugs.....	25-30
Thermostat Housing Screws .....	10-15
Timing Chain Cover Screws .....	20-30
Vibration Damper Retaining Screw .....	45-55
Water Pump to Timing Case Cover .....	45-50 In. Lbs.

\* All torque values are given in foot pounds and all parts are assumed to be dry unless otherwise specified.



DENVER

SPECIFICATIONS

Ignition timing  
Ignition timing set at idle  
speed of  
Normal idle speed

APR 19 9 50 AM '71  
T.D.C. - 8° B.T.D.C.

650 R.P.M. with distributor vacuum line  
disconnected.  
800-1000 R.P.M.

VALVE SPRING

Valve open  
Valve closed  
Free length (approx.)

220-234 lbs.\* at 1-21/64".  
95-103 lbs.\* at 1-13/16".  
2-3/16".

\* Tensions given are with the damper springs removed.  
DO NOT test with damper springs installed.

CAMSHAFT

	<u>Performance</u>	<u>Stock</u>
Cam lift	.298"	.265"
Valve overlap	98°	44°
Opening & closing events		
Intake and Exhaust	302°	266°

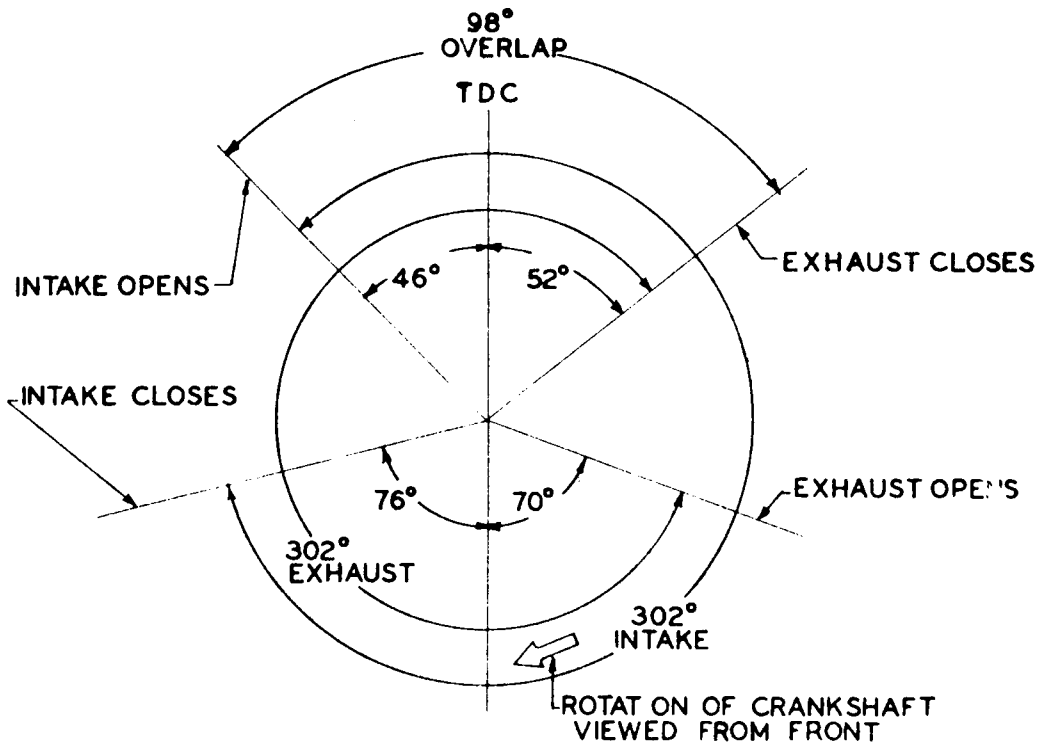


FIGURE 3. . . VALVE TIMING DIAGRAM (CRANKSHAFT DEGREES)



30. Install radiator, connect hoses, refill cooling system.

31. Preliminary Hydraulic Tappet Adjustment.

Turn engine clockwise by hand, using a socket and wrench on the damper retaining bolt until number one cylinder (first on left bank) is in firing position T.D.C.

NOTE: Set distributor to approximately #1 firing position.

Adjust the following intake valve rocker arm nuts until the push rods have a slight friction drag when turned. Cylinders 1, 2, 5, 7, and exhaust valve rocker arm nuts 1, 3, 4, 8.

Turn engine as above until number 6 piston is in firing position T.D.C. Adjust the following intake valves as above, cylinders 3, 4, 6, 8, and exhaust valve rocker arm nuts 2, 5, 6, 7.

32. Start engine allowing for normal operating temperatures, while operating inspect for signs of oil or coolant leakage.

CAUTION: Do not idle engine in drive positions (automatic) for periods over two minutes.

After operating temperature is attained adjust timing from T.D.C. to 8 B.T.D.C. to suit fuel and/or the type of driving anticipated.

IMPORTANT:

The idle speed must be below 650 R.P.M. and the vacuum advance hose disconnected from the distributor or carburetor when setting ignition timing.

33. Final Tappet Adjustment.

With the engine operating loosen one rocker arm stud nut at a time until a slight noise appears, tighten slowly until noise disappears, then tighten nut 1/4 turn additional.

Follow the above steps on each rocker arm.

34. Install cylinder head covers with new gaskets.



23. Prior to installation of the front cover, remove the lower dowel pin from the cylinder block.

**IMPORTANT:**

The dowel pin is required for correct cover alignment and must be either reused or a new replacement dowel installed after the cover is in position.

Using a sharp knife or razor blade, cut the oil pan gasket flush with the cylinder block on both sides of the oil pan.

Cut corresponding pieces of gasket from the replacement oil pan gasket set. Cement the gasket to the cover. Install the replacement front "Neoprene" oil pan seal into the cover and align the cork gasket tabs to the pan seal.

Apply a strip of "Permatex #2" or equivalent to both the cut-off oil pan gaskets at the oil pan to cylinder block location.

Place the cover into position, install the oil pan bolts into the cover, tighten evenly, and slowly until cover aligns with the upper dowel. The cover should now be in the correct position. Install the lower dowel through the cover. Drive dowel into corresponding hole in the cylinder block. Install the cover to cylinder block bolts. Tighten to 20-30 Foot Pounds torque.

Install damper, damper hub, belts, etc.

24. Install the hydraulic valve tappets (furnished in kit) lightly oil each before installation.
25. Install push rods (furnished in kit) make certain push rods are seated correctly in tappets.
26. Install rocker arms, ball seats and stud nuts in their original operational position DO NOT TIGHTEN STUD NUTS.
27. Install new intake manifold gasket and manifold end gaskets (not furnished in kit), place "Permatex #3" or equivalent on both sides of the gasket at port areas. Make certain that the four corner hole flanges of the gasket are firmly seated in the bolt holes. Place "Permatex #2" or equivalent on each end seal at the point where the intake gasket contacts and forms a seal.
28. Install the intake manifold carefully so as not to dislodge the gasket flanges as stated above.
29. Tighten the manifold bolts crisscrossing from bank to bank to 40-45 Foot Pounds torque.



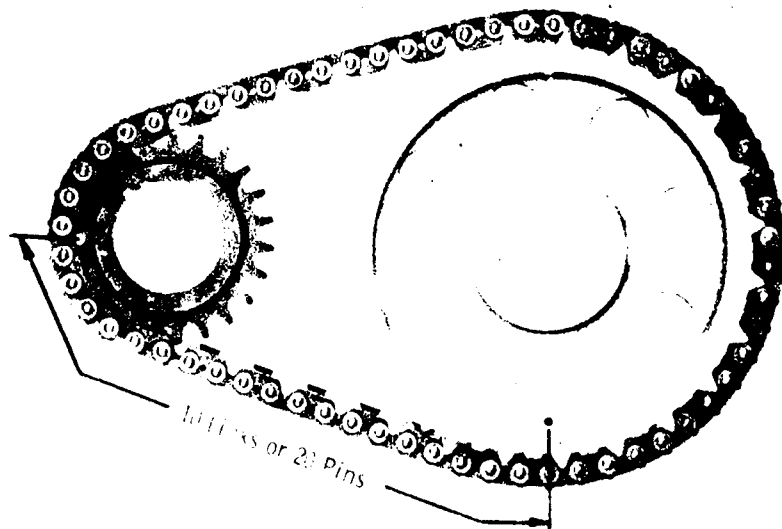
21. Install the timing chain and sprockets.

The correct valve timing is established by the relation between the sprocket on the camshaft and the sprocket on the crankshaft.

To obtain the correct valve timing, index the "0" marks on camshaft and crankshaft sprockets on a line drawn vertically through the center line of each shaft (Fig. 1).

To check the assembly, rotate the crankshaft until the timing mark on camshaft sprocket is on a horizontal line at either the 3 or 9 o'clock position. Count the number of links or pins on the timing chain between timing marks. There should be 10 links or 20 pins between timing marks. Each link contains two pins (Fig. 2).

Figure 2  
Link Count  
Position



22. Install the fuel pump eccentric, eccentric spacer, oil pump-distributor drive gear, flat washer, and bolt.

IMPORTANT:

The fuel pump eccentric spacer must be installed with the word FRONT facing the distributor drive gear.

Tighten the distributor drive gear retaining bolt to 25-35 Foot Pounds torque.

15. Install the rocker arm studs (furnished in the kit) into the cylinder heads.

**IMPORTANT:**

Tighten the studs into the cylinder head to 65-70 Foot Pounds torque.

16. Remove Valve Springs.

**IMPORTANT:**

It is not necessary to remove the cylinder head in order to remove valve springs. First remove the spark plugs from the cylinders and insert a 14 mm. thread size adapter.

NOTE: This adapter can be made from the body of a spark plug from which the porcelain has been removed and an air hose connection threaded into the body of the spark plug.

Maintain air pressure above 90 lbs. in the cylinder while the valve springs are being removed. The air pressure will hold the valve against the valve seat so that the valve lock and the upper retainer can be removed.

17. Original valve springs, valve locks (keepers), upper retainers and oil deflectors will not be reused with this kit.
18. Install the oil deflectors, valve springs (with dampers) upper retainers and valve locks. (Furnished in kit).

**CAUTION: Valve Spring Position**

When installing valve springs, it is important that the closely coiled end of the spring be installed to the cylinder head.

19. Remove woodruff keys from original camshaft and install in new shaft.
20. Install the camshaft into the cylinder block. The camshaft should be oiled for initial lubrication.



8. Remove rocker arm studs from cylinder heads. (Will not be reused with kit.)
9. Remove lower and upper radiator hoses from engine, disconnect transmission cooler lines if so equipped, remove radiator.
10. Remove distributor, fuel pump, alternator drive belts, fan and hub assembly, vibration damper hub and vibration damper using J-21791 Fuller.

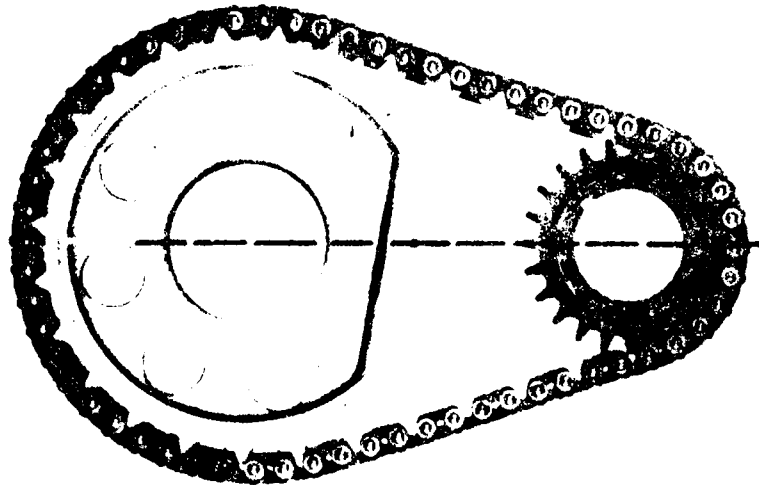
It is not necessary to disconnect power steering or discharge the air conditioning system, if so equipped. Remove the units from their mounting bracket(s) and place aside while performing this operation.

11. Remove the two front oil pan bolts and the 8, 9/16" hexagon head bolts retaining the cover to cylinder block.

Remove cover by pulling forward until cover is free from locating dowel pins.

12. Rotate crankshaft until timing marks on sprockets are in a vertical line adjacent to each other (Fig. 1).

Figure 1



13. Remove the bolt from the distributor drive gear. Remove the gear, fuel pump eccentric spacer, eccentric, camshaft sprockets and chain.
14. Remove the camshaft as far as possible. The camshaft may contact the hood lock support bracket preventing complete removal.

In this case, it will be necessary to shift the position of the This may be accomplished by disconnecting the engine mount at transmission and moving the transmission in the direction re

DENVER

**SUBJECT: Installation Instructions for American Motors  
Hi-Performance Camshaft Kit 3208586 (Group 19.140),  
for Typhoon 290 and 343 CID V-8 Engines**

**3208586 Consists of:**

1	Camshaft	3208706
16	Tappets	3208568
16	Push Rods	3208569
16	Valve Springs	3208752
16	Valve Spring Dampers	3208571
16	Valve Stem Oil Deflectors	3190398
16	Valve Spring Upper Retainers	3208751
32	Valve Locks (Keepers)	3208753
16	Rocker Arm Studs	3208572
16	Rocker Arm Stud Nuts	3182490

The following replacement gaskets and equipment will be required to complete the installation:

**MATERIAL**

	<u>Quantity</u>	<u>Part Number</u>	<u>Group</u>
* Intake Manifold Gasket	1	3183623	1.067
Intake Manifold End Seals (Front)	1	3180470	1.067
Intake Manifold End Seals (Rear)	1	3180471	1.067
Cylinder Head Cover Gasket	2	3181291	1.072
Engine Front Cover Gasket	1	3180216	1.121
Oil Pan Gasket Set	1	3206690	1.152
Fuel Pump Gasket	1	3174685	4.116
Small Tube #2 "Permatex" or Equivalent			
Small Can #3 "Permatex" or Equivalent			

**EQUIPMENT**

- Torque Wrench
- Vibration Damper Puller Tool J-21791
- Valve Spring Removal and Installing Tool J-22534

**STEPS**

1. Drain cooling system complete; radiator, right and left cylinder banks.
2. Remove intake manifold as an assembly.
3. Remove intake manifold gaskets and discard.
4. Remove cylinder head covers, discard gaskets.
5. Remove all rocker arms and rocker arm ball seats.

**IMPORTANT:**

Retain rocker arms and ball seats in their original operational sequence, ball seat to rocker arm, and rocker arms to cylinder valves.

6. Remove push rods. (Will not be reused with kit.)
7. Remove hydraulic valve tappets. (Will not be reused with kit.)

ed performance, suggest 3208750 (Group 19.140) Intake Manifold Gasket (carb. n





## AMERICAN MOTORS SALES CORPORATION

14250 PLYMOUTH ROAD • DETROIT, MICHIGAN 48232

April 7, 1969

TO ALL AMERICAN MOTORS/RAMBLER DEALERS

SUBJECT: Additions to "Group 19" - High-Performance Parts

In order to further broaden the list of dealer-installed performance options you now offer, please note the following items which have been added to "Group 19" of the A.M. parts catalog. These items are available through Milwaukee Parts:

1. Positive Locking Differential - Group 19.900  
Part #4486997  
Fits All 6700-6900 V-8's.
2. Mallory Rev-Pol High-Performance Ignition Kit (Replaces Delcotron C.D. System)  
Group 19.300 - Part #4487900 (less tachometer drive)  
Group 19.300 - Part #4487901 (with tachometer drive)  
Kit Includes: •Distributor  
•Transformer  
•Resistor  
•Street/Strip Switch

Fits All 6700-6900 V-8's.

Pricing on the above items is as follows:

<u>PART NO.</u>	<u>DEALER NET</u>	<u>RETAIL LIST</u>
4486997	\$105.00	\$175.00
4487900	46.20	77.00
4487901	52.80	88.00

Performance Promotion Dept.

do

14- 6228 - 1  
1148 Rev 2  
Over

28032

Hollers -  
Ph. 4239 - AAS -  
715 C322

Ad 66660

Miss Mary Hanson



69 09 - SC/RAMBLER - 390

GROUP 27: All Parts shown for the 69 01 (V8), also apply to the 69 09 SC/Rambler.

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GROUP 29: All Parts shown for the 69 09 (T-941D), also apply to the 69 09 SC/Rambler  
except:

29.172-1 UPHOLSTERY, Front Seat Back Headrest

69 09..... 2 363 5626

---

GROUP 30: All Parts shown for the 69 01 (V8), also apply to the 69 09 SC/Rambler.

# 69 09 - SC/RAMBLER - 390

GROUP 23: All Parts shown for the 69 01 (V8), also apply to the 69 09 SC/Rambler.

GROUP 24: All Parts shown for the 69 01 (V8), also apply to the 69 09 SC/Rambler.

GROUP 25: All Parts shown for the 69 01 (V8), also apply to the 69 09 SC/Rambler.

GROUP 26: All Windshield Finish and Reveal Mouldings, and Rear Window Finish and Reveal

69	09 (390).....	12.078	2	448 5317
26.002	NAMEPLATE, Front Fender			
69	09 (Rambler).....	12.078	2	448 6532
26.003	MEDALLION, Rear Deck Lower Panel			
69	09 (SC-Hurst).....	26.039	1	363 5764
26.004	NAMEPLATE, Rear Deck Lower Panel			
69	09.....	12.078	1	448 6532
26.077	MOULDING, Roof Side Extension			
	09 (Left).....		1	448 3379
	09 (Right).....		1	448 3378



# 69 09 - SC/RAMBLER - 390

## 12.001-16 STUD, Hood Tie Down

69 09..... 2 363 5759

## 12.001-17 PIN, Hood Tie Down (Incl. Cable)

69 09..... 2 363 5760

## 12.001-18 PLATE, Hood Tie Down

69 09..... 2 363 5761

## 12.001-19 NUT, Hood Tie Down Stud

69 09..... 4 363 5767

## 12.075-1 FENDER, Front

69 (Left) 09 (Also Order Fender Rework Drawing 363 5636)..... 1 620 0035

69 (Right) 09 (Also Order Fender Rework Drawing 363 5636)..... 1 620 0034

## 15.270-1 MIRROR, Outside Rear View

69 09..... 1 363 5765

## 15.270-2 GASKET, Outside Rear View

69 09..... 1 363 5768

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GROUP 20: All Parts shown for the 69 01 (V8), also apply to the 69 09 SC/Rambler.

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GROUP 22: All Parts shown for the 69 01 (V8), also apply to the 69 09 SC/Rambler.

# 69 09 - SC/RAMBLER - 390

## 11.175-3 ATTACHING PARTS, Link To Side Sill

BOLT, Hexagon .....	69	09.....	.....	2	400 1895
WASHER, Lock.....	69	09.....	17.820	2	G131046 NA
SPACER.....	69	09.....	.....	2	319 3620

## 11.178-1 BRACKET, Torque Link To Side Sill (Outer)(Incl. Plate)

69 (Left) 09 .....	19.174	1	319 3617
69 (Right) 09 .....	19.174	1	319 3618

## 11.178-2 ATTACHING PARTS, Bracket To Side Sill

BOLT, Hexagon .....	69	09.....	17.038	6	G180122
WASHER, Lock.....	69	09.....	.....	6	400 3803

## 11.179 PLATE, Torque Link To Side Sill (Inner)

69 09.....	.....	2	319 8051
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## 12.001-10 SCOOP, Hood Air

69 09.....	.....	1	363 5758
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## 12.001-12 DAMPER, Hood Air Scoop

69 09.....	.....	1	319 8689
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## 12.001-13 CONTROL, Hood Air Scoop Damper

69 09.....	.....	1	319 8690
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## 12.001-14 HOSE, Hood Air Scoop Damper Control To Manifold

69 09.....	13.020	1	320 2247
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## 12.001-15 NIPPLE, Hood Air Scoop Damper Control Hose

69 09.....	.....	1	319 8692
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# 69 09 - SC/RAMBLER - 390

**GROUP 10: All Parts shown for the 69 01 (V8-WFGS), also apply to the 69 09 SC/Rambler except:**

## 10.004-1 SPINDLE, Steering Knuckle

69	09.....	2	319 4845
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## 10.290-1 GEAR ASSEMBLY, Steering

69	09.....	1	319 3543
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## 10.338-12 WEDGE, Steering Gear Jacket Tube

69	09.....	1	318 8589
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## 10.339-3 ATTACHING PARTS, Bracket To Brake Pedal Bracket

SCREW, Machine.....	69	09.....	1	400 3983
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## 10.350-5 SEAL, Steering Gear Jacket Tube To Toeboard

## 11.104 LEAF, Rear Leaf Spring Main

69	09.....	2	320 8746
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## 11.136 PLATE ASSEMBLY, Rear Leaf Spring To Axle U-Bolt Tie (Shock Absorber Lower Mounting)(Incl. Washer)

69	(Left) 09.....	1	318 9222
69	(Right) 09.....	1	316 9747

## 11.175-1 LINK, Rear Axle Torque

69	09.....	2	319 3066
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## 11.175-2 ATTACHING PARTS, Link To Rear Axle

BOLT, Hexagon.....	69	09.....	17.038	2	G271778
SPACER (Inner).....	69	09.....		2	319 4029
SPACER (Outer).....	69	09.....		2	319 4028
WASHER, Bite.....	69	09.....		4	319 4030
NUT, Lock.....	69	09.....		2	G272713

# 69 09 - SC/RAMBLER - 390

## 7.017-2 ATTACHING PARTS, Support To Floor Pan

SCREW, Tapping..... 69 09..... 17.671 6 400 1042

## 7.030-1 KNOB, Gear Shift Lever

69 09..... 1 319 8606

## 7.030-2 NUT, Gear Shift Lever Knob

69 09..... 1 319 8696

GROUP 8: All Parts shown for the 68 01 (V8-WDB), also apply to the 69 09 SC/Rambler except:

## 8.270-1 WHEEL, Road

GROUP 9: All Parts shown for the 69 01 (V8-WLD-11:39 Ratio), also apply to the 69 09 SC/Rambler except:

## 9.100 SHAFT ASSEMBLY, Propeller

69 09..... 1 319 8057

## 9.107 SPIDER ASSEMBLY, Universal Joint (Incl. Retainer And Seals)

69 09..... 1 448 7436



# 69 09 - SC/RAMBLER - 390

## 4.210 MUFFLER

69	09.....	2	319 8063
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## 4.227-1 PIPE, Tail

69	(Left) 09.....	1	319 8061
69	(Right) 09.....	1	319 8062

## 4.227-2 EXTENSION, Tailpipe

69	09.....	2	319 4842
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## 4.230-1 CLAMP ASSEMBLY, Muffler To Tailpipe

69	09.....	2	319 0706
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## 4.234-4 BRACKET ASSEMBLY, Tailpipe Support (Front)(Incl. Insulator)

69	(Left) 09.....	1	319 8076
69	(Right) 09.....	1	319 8077

**GROUP 6:** All Parts shown for the 69 (V8-W4ST) Transmission Assembly and it's Components in Groups 6.001 thru 6.240, also apply to the 69 09 SC/Rambler.

**GROUP 7:** All Parts shown for the 69 30-70 (W4ST) beginning with Note (\* 7-20), also apply to the 69 09 SC/Rambler except:

## 7.001-1 LEVER, Floor Gear Shift

69	09.....	1	319 8118
----	---------	---	----------

## 7.017-1 SUPPORT, Gear Shift Lever Mounting Bracket

69	09.....	1	363 5762
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# 69 09 - SC/RAMBLER - 390

## 1.700-3 HARNESS, Tachometer Wire

69 09..... 1 319 8697

GROUP 4: All Parts shown for the 390 (W4ST), also apply to the 69 09 SC/Rambler except:

### 4.001-1 CARBURETOR (For Components Refer To Chart Index, Page Cr 4), With Four Barrel (W4B)

69 (AFB-4664S) 09..... 1 319 4512

### 4.088-1 CLEANER, Carburetor Air

69 09..... 1 319 4904

### 4.088-5 CAP, Carburetor Air Cleaner Top

SCREW, Tapping..... 69 09..... 2 G274773

### 4.178-1 PIPE, Exhaust (Front)

69 (Left) 09..... 1 319 8059

69 (Right) 09..... 1 319 8060

### 4.178-2 PIPE, Exhaust (Rear)

69 (Left) 09..... 1 319 8070

69 (Right) 09..... 1 319 8071

### 4.178-4 CLAMP ASSEMBLY, Front Exhaust Pipe To Rear Exhaust Pipe

69 (Left) 09..... 1 314 3124

69 (Right) 09..... 1 319 5231

### 4.205-1 CLAMP ASSEMBLY, Rear Exhaust Pipe To Muffler

69 09..... 2 319 0706



# 69 09 - SC/RAMBLER - 390

GROUP NO. — DESCRIPTION — YEAR and MODEL	PAKS CODE	PRIMARY GROUP NO.	PER CAR	PART NO.	CODE
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**GROUP 1: All Parts shown for the 390 Engine Assembly and it's Components, also apply to the 69 09 SC/Rambler. All other related Parts are the same as the 69 01 (V8) except:**

## 1.004-2 BRACKET, Engine Front Support Mounting

69	(Left) 09 .....	.....	1	318 6274	
69	(Right) 09 .....	.....	1	318 1861	

## 1.010-1 CROSSMEMBER, Engine Rear Support

69	09 .....	.....	1	319 8022	
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## 1.022-1 CAP, Oil Filler

69	09 (Chrome) .....	.....	1	319 2127	
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## 3.319-1 SWITCH, Back-Up Lamp

69	09 .....	.....	1	319 5458	
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## 3.319-2 RETAINER, Back-Up Lamp Switch

69	09 .....	.....	1	319 5457	
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## 3.590 GEAR, Speedometer Driven

69	09 .....	.....	1	314 7392	
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## 3.700-1 HEAD, Tachometer

69	09 .....	.....	1	319 8694	
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## 3.700-2 BASE, Tachometer

69	09 .....	.....	1	319 8695	
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## ALPHABETICAL INDEX

DESCRIPTION	GROUP NO.	DESCRIPTION	GROUP NO.
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LEAF, Rear Leaf Spring Main .....	11.104	ROD, Bellcrank To Clutch Pedal .....	5.160-1
LEVER, Floor Gear Shift .....	7.001-1	SCOOP, Hood Air .....	12.001-10
LINK, Rear Axle Torque .....	11.175-1	SEAL, Carburetor Air Adapter .....	4.092-2
MEDALLION, Front Fender .....	26.001	SEAL, Steering Gear Jacket Tube To Toeboard .....	10.350-5
MEDALLION, Rear Deck Lower Panel .....	26.003	SHAFT ASSEMBLY, Propeller .....	9.100
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MUFFLER .....	4.210	SHOCK ASSEMBLY, Rear .....	11.220-1
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NAMEPLATE, Rear Deck Lower Panel .....	26.004	SPIDER ASSEMBLY, Universal Joint .....	9.107
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		SPRING, Front Coil .....	11.072



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CLAMP ASSEMBLY, Rear Exhaust Pipe		HOSE, Hood Air Scoop Damper	
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CLEANER, Carburetor Air .....	4.088-1	HOUSING ASSEMBLY, Tail, Stop And Rear	
CLIP KIT, Rear Leaf Spring .....	11.086	Directional Signal Lamp .....	3.303
CONTROL, Hood Air Scoop Damper .....	12.001-13		
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# 69 09 - SC/RAMBLER - 390

## IMPORTANT

FOR YOUR INFORMATION . . .



Catalog.

STARTING VEHICLE IDENTIFICATION NUMBER IS - A9M097X100001 - This 13 digit number can be found stamped on a plate attached to the top of the instrument panel.

Special paint code numbers and corresponding Ditzler and DuPont code numbers are listed below:

P7	Flat Black	Ditzler - 9378	DuPont Lacquer	- 88L
			DuPont Flattening Blend	- 4528S
P9	Bright Red	Ditzler - 71816	DuPont	- 93-95616
P10	Bright Blue	Ditzler - 13936	DuPont	- 93-58740
P88	Bright White	Ditzler - 8810	DuPont	- 93-21667

Please address all catalog inquiries to your Zone Parts Warehouse Manager.



**American Motors**

Dec 4

12:48 PM '72

TO Those Concerned

LOCATION

FROM R. J. Swaim

LOCATION—EXT. Performance Activities  
2677SUBJECT Race Parts Discount Program

DATE

December 1, 1972

The attached letter announcing the reinstatement of the subject program for AMC dealers, and including Jeep dealers for the first time, was mailed this date.

The objective of this program is to encourage and assist dealer involvement in local racing activities as a means of increasing both product and dealership exposure. This can usually be accomplished by dealers if they pass the discount on to a competent racer in exchange for dealership identification on the race vehicle.

Your assistance in encouraging your dealers to take advantage of this program is requested.

Should any questions arise concerning this program, or racing in general, please contact this office.

*Bob Swaim*  
R. J. Swaim

tjs

Attachment

February 1, 1968

Page 2

POLICY CONCERNING RACING BY INDIVIDUALS, DEALERS & ASSOCIATIONS

During the past year or so, there has been a sharp increase in the number of individuals, dealers and in some cases, dealer association groups, that have been (or will be) engaged in local racing activities to promote the sale of cars.

American Motors fully encourages these racing activities, which are at the discretion, responsibility and sponsorship of the respective individuals, dealer(s) or groups.

To help support outside racing activities, a new "Contingency Cash Award" program, plus a new "Parts Discount" program have been instituted, as explained in the enclosed sections of this book.

The performance activities office at American Motors stands ready to counsel, advise and answer questions from these participating people. In some cases, dealers and groups are directly sponsoring local racing enthusiasts who are already specialized and experienced in race car preparation and campaigning.

American Motors could not begin to offer sponsorship for individual requests, including dealers and dealer groups because of sheer volume of such requests. For this reason, individual requests for sponsorship should be re-directed to dealers or dealer groups.

As evidenced by the magnitude of the various performance activities that AM is sponsoring to help benefit all dealers, it is simply not possible to sponsor individual requests, including dealers, in view of the resources and funds available.

Very truly yours,



Carl Chakmakian, Manager  
Performance Activities

crw



# **1968 PERFORMANCE ACTIVITIES**

## **American Motors Corporation**

### **PROGRAMS/POLICY**

- Performance Activities for 1968
- Policy Concerning Racing by Individuals, Dealers & Associations
- AM-Sponsored Programs:

Javelin/Trans-Am Sedan Racing  
 Grant/Rebel "funny car" Drag Racer  
 Doug's/Javelin "funny car" Drag Racer  
 Rogue Runner Stock Drag Racer  
 Navarro/Rambler-6 "Indy Car"  
 Javelin Car Club  
 Hi-Performance "AM" Parts  
 Hi-Performance "Outside" Parts  
 Parts Discount Program  
 Contingency Cash Award Program  
 Technical Information

### **JAVELIN CAR CLUB**

### **CONTINGENCY CASH AWARD PROGRAM**

### **PARTS DISCOUNT PROGRAM/WARRANTY**

### **HI-PERFORMANCE "AM" PARTS**

### **HI-PERFORMANCE "OUTSIDE" PARTS**

### **SANCTIONING ORGANIZATIONS & RACE SCHEDULES**

### **PRESS RELEASES & BULLETINS**

Contains information on most programs

### **RACE CAR COLORS and TECHNICAL SPECIFICATIONS**

AM Race Car Color Scheme  
 NHRA Classes for 1968 AM Cars  
 NHRA Classes for 1967 AM Cars  
 AMA Specifications for 1968 AM Cars

Carl Chakmakian, Manager  
 Performance Activities  
 American Motors Corp.  
 14250 Plymouth Road  
 Detroit, Michigan 48232  
 (A/C 313—493-2677)





## AMERICAN MOTORS SALES CORPORATION

14250 PLYMOUTH ROAD • DETROIT, MICHIGAN 48232

February 1, 1968

TO: ALL AMERICAN MOTORS/RAMBLER DEALERS

SUBJECT: PERFORMANCE ACTIVITIES BOOK

In September 1967, American Motors announced the formation of the Performance Activities Department. The purpose of this department is to conduct special racing programs for American Motors. Since September, we have developed a set of procedures, policies and programs to implement our racing programs.

This book explains all of these procedures, policies and programs so that you may be able to answer any and all questions your customers may have relative to our racing program; and so that you may realize how you can participate on a local basis, and thereby augment our major racing efforts which are on a national scale to help stimulate sales for all dealers.

This book is designed to be a permanent reference file for you. We urge you to review the contents carefully. It will be updated as policies change, as new programs are developed and as results of the efforts we are already engaged in become available.

Contact Mr. Carl Chakmakian, Manager of Performance Activities, if you need more information. He will be most happy to assist you in any way he can.

Sincerely

E. C. Schoenleb  
Director of Merchandising  
Automotive Division

crw





## AMERICAN MOTORS SALES CORPORATION

14250 PLYMOUTH ROAD • DETROIT, MICHIGAN 48232

February 1, 1968

TO: ALL AMERICAN MOTORS/RAMBLER DEALERS

SUBJECT: PERFORMANCE ACTIVITIES FOR 1968

American Motors Corp. elected to become officially involved in the various fields of automobile racing by the establishment of a performance activities department in September 1967.

American Motors is not out to establish itself as having the most or the biggest racing program. We simply can't afford to do so. Instead, we are aiming to have the best racing program!

American Motors will be increasingly active in selected areas of competition where company resources and abilities will allow the opportunity to make creditable showings. With this in mind, we will not participate in a large variety or a large scale of racing programs.

There are a great many company, dealer and individual racing programs that we could sponsor and become involved with, but to do so, would simply scatter and spread thin our established resources and abilities to a point where none of the major programs would have enough support. This would naturally prevent us from concentrating on selected programs with the goal to achieve the best results possible for the time and money spent.

The AM performance activities programs and policies that are now in effect for 1968 are explained in the enclosed sections of this book.

I know you will be interested in the next page!

Cont.

February 1, 1968

Page 2

POLICY CONCERNING RACING BY INDIVIDUALS, DEALERS & ASSOCIATIONS

During the past year or so, there has been a sharp increase in the number of individuals, dealers and in some cases, dealer association groups, that have been (or will be) engaged in local racing activities to promote the sale of cars.

American Motors fully encourages these racing activities, which are at the discretion, responsibility and sponsorship of the respective individuals, dealer(s) or groups.

To help support outside racing activities, a new "Contingency Cash Award" program, plus a new "Parts Discount" program have been instituted, as explained in the enclosed sections of this book.

The performance activities office at American Motors stands ready to counsel, advise and answer questions from these participating people. In some cases, dealers and groups are directly sponsoring local racing enthusiasts who are already specialized and experienced in race car preparation and campaigning.

American Motors could not begin to offer sponsorship for individual requests, including dealers and dealer groups because of sheer volume of such requests. For this reason, individual requests for sponsorship should be re-directed to dealers or dealer groups.

As evidenced by the magnitude of the various performance activities that AM is sponsoring to help benefit all dealers, it is simply not possible to sponsor individual requests, including dealers, in view of the resources and funds available.

Very truly yours,



Carl Chakmakian, Manager  
Performance Activities

crw



AM-SPONSORED PERFORMANCE ACTIVITY PROGRAMS for 1968

1. JAVELIN/TRANS-AM: American Motors, through the Javelin Racing Team, is sponsoring the building and campaigning of two Javelins in the 1968 Trans-American championship road racing circuit of SCCA (Sports Car Club of America). This extremely competitive class of racing will put the Javelins on the road racing courses starting with Sebring, Florida on March 23, 1968 followed by 10 to 12 races across the country.

Preparation and maintenance of the competition Javelins is handled by Ronnie Kaplan Engineering of Chicago, while engine development is by Traco Engineering of Los Angeles. Jim Jeffords of Milwaukee will act as manager for Javelin Racing Team, Inc.

Since this class of racing is limited to engines under 5 liters (305 cubic inches), the basic AM 290 CID V-8 will be used. SCCA has permitted a piston bore increase to achieve a displacement under 305. Therefore, the stock 3.75" bore will be increased to 3.842" with a resultant displacement of 304.3 cubic inches. This will be the size of Traco-prepared engines used for the Javelins by the Javelin Racing Team. Since the rules permit any type piston, the new larger size pistons made by Forged-True of Los Angeles will be used.

The 1968 Javelin "homologation" specification papers have been submitted to the ACCUS/FIA office, and they have been approved. A copy of these homologation forms will be sent free of charge upon written request to Carl Chakmakian.

Details of the Javelin Racing Team are explained in the enclosed press release.

Cont.

2. GRANT/REBEL "FUNNY CAR": American Motors is sponsoring the building and campaigning of a new Rebel "funny car" for 1968 in the expert hands of Hayden Proffitt with Grant Industries of Los Angeles. This is in follow-up to the successful performance record of the 1967 Grant/Rebel funny car after completing a 19-city-tour of races and dealer showroom displays.

The specially-constructed and modified AM-powered 1967 car has covered the 1/4 mile in 8.11 seconds, and has speed marks up to 180.85 MPH . . . extremely respectable for the very first season of competition. After competing at the AHRA National meet in Long Beach on Jan. 26-27, plus the NHRA National meet in Pomona on Feb. 3-4, the 1967 Grant/Rebel funny car will be put on show circuit starting with the Chicago Auto Show on February 24, 1968. The new race car will be covering the 1968 drag-strip circuit plus dealer showroom display across the country.

A complete press story on the 1967 Grant/Rebel race car program is in the enclosed "news" section of this book. Throughout the '67 season (and currently), there has been heavy coverage about the car with a long series of ads, PR releases, car-buff-publications articles plus local radio and TV spots in cities where the car was raced and displayed.

3. DOUG'S/JAVELIN "FUNNY CAR": American Motors is sponsoring the building and campaigning of a new Javelin "funny car" for 1968 in the equally expert hands of Doug Thorley with Doug's Headers Company of Los Angeles. This brand new Doug's/Javelin program should prove to be an exciting running mate to the Grant/Rebel program. Doug Thorley, considered one of the best in the business, has had an extremely successful season in 1967 with a Corvair funny car. The new Doug's/Javelin funny car is scheduled to be ready for racing about March 1, 1968.

4. "ROGUE RUNNER" STOCK DRAG RACER: For over a year, a 1967 Rambler American "Rogue" hardtop with 225 HP 290 CID V-8 has raced in Los Angeles area drag meets as a Motor Trend Magazine "project car" supplied by American Motors. Appropriately tagged the "Rogue Runner", the finely-tuned car has modest modifications for stock classes. The hot little American has a good collection of trophies plus a series of stories in Motor Trend . . the latest in the Feb. '68 issue. The AM-sponsored car will continue to run in the '68 season.

Cont.



5. NAVARRO/RAMBLER-6 "INDY CAR": American Motors is sponsoring the continuing program to further develop the Rambler Six-powered Navarro Engineering Special, a championship Indianapolis race car. The 199 cubic-inch six (the standard engine in the Rambler American) is equipped with a turbo-supercharger, and turned the Indy track at 153 MPH with Les Scott behind the wheel (fastest six ever at Indy). This was done with a carburetor, but there will be greater speed potential with a new fuel-injection system being developed by Barney Navarro. For the technically-minded, Navarro used stock block, heads, rocker arms, seven-main-bearing crankshaft, plus a reground stock cam!

6. JAVELIN CAR CLUB: A program was recently established to form a nationwide network of Javelin Car Clubs having direct affiliation with the National Hot Rod Association (NHRA). Details of this car club program, which has administration sponsorship by American Motors, are explained in the enclosed section of this book.

7. HI-PERFORMANCE "AM" PARTS: American Motors will continue to develop its already established program of offering hi-performance parts in "Group-19" of its parts catalog, for sale by AM Dealers. For complete details on availability and part numbers, please refer to the enclosed section of this book.

8. HI-PERFORMANCE "OUTSIDE" PARTS: American Motors will continue to encourage speed equipment manufacturers to produce and market hi-performance equipment suited for AM products. For a complete explanation on this program, plus a list of company names, please refer to the enclosed section of this book.

9. PARTS DISCOUNT PROGRAM: See enclosed section of this book.

10. CONTINGENCY CASH AWARD PROGRAM: See enclosed section of this book.

11. TECHNICAL INFORMATION: Information and questions concerning the technical aspects of hi-performance and racing will be handled upon request to those interested. Informative literature now available includes the following items:

- a. 1968 AMA Specification form covering all models and engines, including the new 390 CID V-8 and the AMX 2-passenger sports car (copy enclosed).
- b. ACCUS/FIA "homologation" forms for Javelin participation in Trans-Am and SCCA sedan racing (supplied upon request).
- c. NHRA Specification forms covering basic engine dimensions for stock class drag racing (supplied upon request).
- d. AM "Group-19" Hi-Performance Parts Catalog Pages (copy enclosed).
- e. List of speed equipment manufacturers now making parts for AM products (copy enclosed).
- f. A list of the addresses for the various sanctioning organizations plus race schedules (copy enclosed). Please contact them directly concerning specific questions regarding rules, classes, race dates, etc.
- g. 1968 AM Retail Price List covering all models, engines and factory options, including the new 390 CID-V-8 and the AMX 2-passenger sports car (supplied upon request).
- h. 1968 AM Sales Catalog available at AM Dealers (supplied upon request).



CAR CLUB



## AMERICAN MOTORS SALES CORPORATION

14250 PLYMOUTH ROAD • DETROIT, MICHIGAN 48232

January 18, 1968

Performance Bulletin AM-68-3  
Z-68-3

TO: ALL AMERICAN MOTORS/RAMBLER DEALERS

SUBJECT: JAVELIN CAR CLUBS

The attached news release from NHRA further explains the Javelin Car Club program that was first called to your attention by our news release and letter of explanation dated October 27, 1967 from this office.

The program has been launched with good results, as evidenced by a great many Dealers who have already taken action to participate in this excellent youth promotion program.

More news to follow from Mr. Ron Root of NHRA and from this office.

  
Carl Chakmakian, Manager  
Performance Activities

crw

Attachment



# news from



A MEMBER OF ACCU-FIA

NATIONAL HOT ROD ASSOCIATION • 3418 WEST FIRST STREET, LOS ANGELES, CALIFORNIA 90004 • (213) 386-2520

TO: AMERICAN MOTORS/RAMBLER DEALERS

FROM: NATIONAL HOT ROD ASSOCIATION, Car Club Division

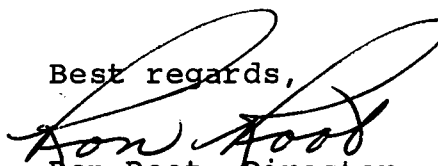
SUBJECT: AMERICAN MOTORS JAVELIN CAR CLUBS

The recent announcement of the new JAVELIN Car Club program has set off a wave of inquiries from American Motors Dealers throughout the United States. Formation material and car club information is being sent to dealers upon request, and exciting new JAVELIN Club identification is being prepared by American Motors and National Hot Rod Association.

Now that the all new AM Javelin is on the showroom floors, dealers are urged to take steps to organize their JAVELIN Clubs as quickly as possible. With the prospect of becoming a JAVELIN Club member, increased activity by the youth will result at participating dealerships. In order to be as uniform and successful as possible, all JAVELIN Clubs must adhere closely to the basic guidelines. NHRA is attaching a format of these guidelines, designed to assist sponsoring dealers with the formation of their clubs. Allowance has been provided for the adaptation of the program to the needs and desires of both club and dealership.

It is strongly recommended that each interested dealership appoint a representative from the organization to assist with the initial formation of the Javelin Club. Additional information with regard to organization, sponsorship, advisors and activities will be forwarded to you upon request by Ron Root, Director, Car Club Division, National Hot Rod Association, 3418 West First Street, Los Angeles, California 90004.

Best regards,

  
Ron Root, Director  
Car Club Division

RR/cp  
Enclosures

## JAVELIN CAR CLUBS

### PURPOSE OF THE CLUB

The purpose of the JAVELIN Club is product orientation rather than, as with some other manufacturers' clubs, product ownership. Product appreciation, therefore, will depend greatly on the dealership-club rapport. The group selected will be seeking recognition, supervision, advisorship and a "home" for their meetings.

### SELECTING A GROUP

Interest in joining a Javelin Club may be developed by word-of-mouth, through regular advertising media or through the sales and service staff. It is necessary to select members who will compliment the dealership. A check with school, church and local enforcement agency will aid in ensuring an acceptable club.

### MEMBERSHIP REQUIREMENT

Membership should be limited to between ten (10) and twenty (20) members. With a club of this size, all members have an opportunity to participate in club activities and space is less of a problem for meetings. The dealership is requested to assume the NHRA Charter fee of \$10 as well as the first ten (10) memberships at \$8 each. A minimum of six (6) members are required to Charter a JAVELIN Club with NHRA.

### SUPERVISION AND ADVISORS

To strengthen the dealer-club relationship, it is advantageous to use advisors from the dealership. A member of the mechanical staff may act as automotive advisor, while a member of the sales or service department may be selected as club advisor. The club advisor will act as a liaison between the club, dealership and community. If there is no one within the dealership that is interested, an outside person may be found through the club. Often a father of one of the members will fill this role.

### MEETING ROOM

Facilities for club meetings should be provided at the dealership. A separate room for this purpose is not necessary. In fact, a room could be used for meetings and yet be available to the public. Trophies and awards could be exhibited to customers thus orientating them to the program. The renovation and decorating of such a room makes an enjoyable club activity.



### AUTOMOTIVE AND PRODUCT INSTRUCTION

Regular clinics by the mechanical advisor or other knowledgeable persons may be conducted at designated club meetings. Properly presented, these clinics serve two purposes - product orientation and constructive instruction to the members. Such subjects as preventative maintenance, ignition, carburetion, running gear, etc., are topics for consideration.

### OPTIONAL PRODUCT INVOLVEMENT

A proven program for product involvement is a dealer furnished, current model automobile for club use under the supervision of the advisors. Such an automobile may be the recipient of maintenance, repair and club pride. Additionally, a club car may be taken to the local drag strip, where, again under the supervision of the advisor, the fruits of the club's efforts are tested. By maintaining the car in a relatively stock condition, the expense to the dealer can be kept minimal. An automobile directly involves club members in the product and serves as a media for publicity in the local community. With dealership and club identification conservatively imprinted on the vehicle, ventures such as parades, charity drives, civic projects, reliability runs and a multitude of other activities are ideal for exposure.

### PUBLICITY AND RECOGNITION

In order to be of benefit, a program such as the Javelin Clubs requires publicity and recognition. The National Hot Rod Association and American Motors are prepared to furnish news releases and articles to the NHRA weekly publication National DRAGSTER, as well as other major automotive publications. Activity reports, pictures, and other newsworthy items are systematically used in many magazines and newspapers of the industry. Such publicity stimulates an interest in the product as well as the clubs.

The JAVELIN car club program offers an entirely fresh approach to the youth market, and can build prestige in the community. The National Hot Rod Association and American Motors feel that these clubs may be developed into an integral part of a civic service structure by participating and assisting in community activities. A wholesome relationship, such as this, between the dealership and a youth group, if properly supervised, will be a furtherance to both club and dealer objectives.

12/67



## AMERICAN MOTORS SALES CORPORATION

14250 PLYMOUTH ROAD • DETROIT, MICHIGAN 48232

October 27, 1967

Performance Bulletin AM-68-1  
Z-68-1

TO: ALL AMERICAN MOTORS/RAMBLER DEALERS

SUBJECT: JAVELIN CAR CLUB

The attached press release briefly explains a new national program for the formation of Javelin Car Clubs on a joint basis with American Motors and the National Hot Rod Association (NHRA).

The network of dealer-oriented Javelin Car Clubs will have direct affiliation with the present NHRA Charter Club Program, with administration sponsorship by American Motors. This club program will be sponsored on a voluntary basis by AM dealers interested in forming such local clubs.

We feel confident that this club program can play an important role to help gain attention of the performance-minded youth market by stimulating direct contact in a variety of car activities centered at your dealership. We are looking for much more than just a card-carrying, newsletter club organization. Instead, we are aiming for "working, doing and direct involvement" clubs and as many such dealer-oriented clubs as possible.

For the last six months, a "pilot" NHRA car club has been operating with Dick Allen Rambler of Inglewood, California. Dick Allen, President, explains that the club program is of great value in establishing contact with automobile-minded youngsters who meet regularly at his dealership and work together on car performance and highway safety projects. They are also doing an outstanding job in performing a variety of civic and local goodwill promotions.

A second pilot club has just been formed by Ben Carco, President of Bonanza Rambler in North Hollywood. Even at this early date, other dealers have shown definite interest, as expressed by Bob Stephenson, Zone Manager, and Ben Kendall, Sales Promotion Manager of the Los Angeles Zone.

American Motors' sponsorship covers planning, execution, supervision and consultation with AM Dealers by local NHRA officials acting as club advisors, with supervision by Ron Root, NHRA Car Club and Highway Safety Director. Regular mailings to members and club news coverage will be made in NHRA's weekly publication, "National Dragster".



October 27, 1967

Page 2

The formation of clubs is on a purely voluntary basis, and dealer sponsorship would be as follows: For each Javelin Car Club of about 10 interested youngsters, the dealer pays the regular NHRA annual membership fee of \$8 for each member, plus a club charter fee of \$10, resulting in a total annual dealer cost of \$90 to form a club. The number of members in each club is at the discretion of the sponsoring dealer, and ownership of a Javelin or any other American Motors' car is definitely not necessary for membership status, except that an American Motors' car owner would have priority.

The Javelin Car Club program will be launched on a nation-wide basis by the first of 1968. You will soon receive more information from NHRA. In the meantime, interested American Motors' dealers are invited to drop a line to Ron Root, Car Club and Highway Safety Director, NHRA, 3418 West First Street, Los Angeles, California, 90004.

Very truly yours,

A handwritten signature in black ink, appearing to read "Carl Chakmakian".

Carl Chakmakian, Manager  
Performance Activities

crw

Attachment

Public Relations Department  
American Motors Corporation  
14250 Plymouth Road  
Detroit, Michigan 48232  
256710

FOR IMMEDIATE RELEASE

DETROIT, Oct. 27--A program to establish a nationwide network of Javelin Car Clubs has been announced jointly by American Motors Corporation and the National Hot Rod Association (NHRA).

Local car clubs, sponsored on a voluntary basis by American Motors-Rambler dealers, will have direct affiliation with the NHRA Charter Club Program, with administration sponsored by AM.

"Membership will be open to all car enthusiasts and will not be restricted to those who own a Javelin or other American Motors cars," said Carl Chakmakian, manager of the performance activities for AM.

In the joint announcement, NHRA President Wally Parks said membership in a Javelin Car Club will automatically include membership in NHRA.

Success of the "pilot" club formed by Dick Allen Rambler of Inglewood, California resulted in the launching of the national program, said Chakmakian.

Local NHRA officials will act as club advisors under the supervision of Ron Root, car club and highway safety director for NHRA.

Facilities for meetings will be provided by the sponsoring dealer. Club members will receive special informational mailings, and club news coverage will be made in NHRA's weekly publication, "National Dragster".

Javelin Car Club emblems will be provided to members.







## AMERICAN MOTORS SALES CORPORATION

14250 PLYMOUTH ROAD • DETROIT, MICHIGAN 48232

February 1, 1968

Performance Bulletin AM-68-5  
Z-68-5

TO: ALL AMERICAN MOTORS/RAMBLER DEALERS

SUBJECT: AM CONTINGENCY CASH AWARD PROGRAM  
for DEALERS and PRIVATE OWNERS

American Motors is engaged in sponsoring and conducting several race car programs on a national scale plus other related programs, all at no expense to AM Dealers. American Motors recognizes the fact that AM Dealers and private owners also wish to compete in various racing activities of their own on a local basis. Recognizing this, American Motors has chosen to establish a 1968 policy to pay for results, rather than pay for sponsorship.

The Contingency Cash Award Program for 1968 is an incentive program that acknowledges competition results of race cars sponsored by Dealers, Dealer Associations and private owners. The cash awards for competition race results will apply to any year and any model of an American Motors automobile with an AM-powerplant, and also for AM-powered special race cars, entered in officially-sanctioned racing events as follows:

1. NHRA World/National/Division "Championship Series" Drag Meets.
2. AHRA World/National/Division "Championship Series" Drag Meets.
3. SCCA Trans-American Sedan Races
4. SCCA U.S. Road Racing Championship Races
5. SCCA National Championship Races
6. NASCAR Grand Touring Races
7. NASCAR Grand National Stock Car Races
8. USAC Stock Car Division Races

Tentatively Planned  
Subject to Change  
Details to Follow

I'm sure you would agree it would be unwise and unfair of us to offer "behind-the-scenes" sponsorship to only a few selected dealers or individuals, and not offer the same privileges to all others. In other words, we simply could not operate an open policy of sponsorship for all requests since our resources are limited within the performance activities department.

Carl Chakmakian, Manager  
Performance Activities

AM CONTINGENCY CASH AWARD PROGRAM

for Dealers and Private Owners

Competing in 1968

NHRA CHAMPIONSHIP DRAG RACES

American Motors' Contingency Cash Award Program for 1968 acknowledges winners and first runner-ups in NHRA Championship series drag meets in all seven eliminator categories for race cars sponsored by Dealers, Dealer Associations and private owners. Cash awards are for any year and any model of an American Motors automobile with an AM-powerplant, and also for AM-powered special race cars, entered in any of the seven NHRA eliminator categories as follows:

<u>ELIMINATOR CATEGORY</u>	<u>42 World Championship Series Points Meets (6 Meets in 7 Divisions)</u>		<u>"Big-4" Meets (World/National Championship Meets)</u>	
	<u>WINNER</u>	<u>RUNNER-UP</u>	<u>WINNER</u>	<u>RUNNER-UP</u>
STOCK Eliminator	\$200.	\$100.	\$400.	\$200.
SUPER STOCK Eliminator	\$200.	\$100.	\$400.	\$200.
STREET Eliminator	\$200.	\$100.	\$400.	\$200.
COMPETITION Eliminator	\$200.	\$100.	\$400.	\$200.
SUPER Eliminator	\$200.	\$100.	\$400.	\$200.
TOP GAS Eliminator	\$200.	\$100.	\$400.	\$200.
TOP FUEL Eliminator	\$200.	\$100.	\$400.	\$200.

AM CONTINGENCY CASH AWARD PROGRAM

for Dealers and Private Owners

Competing in 1968

AHRA CHAMPIONSHIP DRAG RACES

American Motors Contingency Cash Award Program for 1968 acknowledges winners and first runner-ups in all 11 eliminator categories for race cars sponsored by Dealers, Dealer Associations and private owners in AHRA Championship series drag meets. Cash awards are for any year and any model of an American Motors automobile with an AM-powerplant, and also for AM-powered special race cars, entered in any of the 11 AHRA Eliminator categories as follows:

<u>ELIMINATOR CATEGORY</u>	<u>40 Division Points Meets</u> (5 Meets in 8 Divisions)		<u>6 Major Meets</u> (5 National/World plus World Points Finale Meet)	
	<u>WINNER</u>	<u>RUNNER-UP</u>	<u>WINNER</u>	<u>RUNNER-UP</u>
LITTLE STOCK Eliminator	\$150.	\$75.	\$300.	\$150.
MIDDLE STOCK Eliminator	\$150.	\$75.	\$300.	\$150.
TOP STOCK Eliminator	\$150.	\$75.	\$300.	\$150.
SUPER STOCK Eliminator	\$150.	\$75.	\$300.	\$150.
STREET Eliminator	\$150.	\$75.	\$300.	\$150.
COMPETITION Eliminator	\$150.	\$75.	\$300.	\$150.
JR. FUEL Eliminator	\$150.	\$75.	\$300.	\$150.
TOP GAS Eliminator	\$150.	\$75.	\$300.	\$150.
TOP FUEL Eliminator	\$150.	\$75.	\$300.	\$150.
FX GAS Eliminator	\$150.	\$75.	\$300.	\$150.
FX FUEL Eliminator	\$150.	\$75.	\$300.	\$150.



Public Relations Department  
American Motors Corporation  
14250 Plymouth Road  
Detroit, Michigan 48232  
Telephone: 493-2000  
25681

FOR IMMEDIATE RELEASE

DETROIT, Jan. 26 -- American Motors Corporation announced today it will post first place and runner-up contingency awards in all seven eliminator categories of National Hot Rod Association championship drag races, and in all 11 eliminator categories of American Hot Rod Association championship drag races.

Carl Chakmakian, manager of performance activities for American Motors, said contingency awards ranging from \$75 to \$400 will be made to all eliminator category winners and runners-up driving any year and any model of an American Motors automobile with an AM powerplant, and also for AM-powered special race cars.

"The Contingency Cash Award Program for 1968 is an incentive program that acknowledges competition results of race cars sponsored by American Motors dealers, dealer associations and private owners," Chakmakian said.

The contingency award program for all seven NHRA eliminator categories will provide \$200 for winners and \$100 for runners-up in American Motors automobiles with an AM-powerplant, and AM-powered special race cars, in the 42 World Championship Series Points Meets, and \$400 for winners and \$200 for runners-up in the "Big-4" Meets.

-more-

NHRA eliminator categories include Stock, Super Stock, Street, Competition, Super, Top Gas and Top Fuel.

For the 40 Division Points Meets in AHRA competition, contingency awards of \$150 for winners and \$75 for runners-up in all 11 AHRA eliminator categories will be in effect for American Motors automobiles with an AM-powerplant, and AM-powered special race cars. The awards will be \$300 for winners and \$150 for runners-up in the six AHRA Major Meets.

AHRA eliminator categories include Little Stock, Middle Stock, Top Stock, Super Stock, Street, Competition, Jr. Fuel, Top Gas, Top Fuel, FX Gas and FX Fuel.

"American Motors recognizes that a number of its dealers, and many private owners, desire to compete in various racing activities," Chakmakian said. "This program is designed to reward them for competitive results."







## AMERICAN MOTORS SALES CORPORATION

14250 PLYMOUTH ROAD • DETROIT, MICHIGAN 48232

February 1, 1968

Performance Bulletin AM-68-6  
Z-68-6

TO: ALL AMERICAN MOTORS/RAMBLER DEALERS

SUBJECT: PARTS DISCOUNT PROGRAM FOR DEALERS

A special Parts Discount Program is in effect for 1968 to Dealers who directly sponsor or co-sponsor competition race cars. A 20% discount based on dealer net cost is extended to all AM Dealers in the United States on all AM parts (regular parts and "Group-19" hi-performance parts) used for competition race cars.

To qualify for the 20% parts discount program, and to assure that the ordered parts will be used for competition race cars only, the following steps must be taken:

1. The Dealer may use any present order form and print in a bold, prominent manner ... "RACE CAR PARTS".
2. The Dealer or Dealer's Parts and Service Manager must sign the order form.
3. Written order form must be submitted by the Dealer via normal channels to the Zone Office. Phoned-in orders are acceptable in case time is a problem.
4. Orders must have an approval signature from the Zone Parts and Service Manager or District Manager.
5. Upon receipt of such Dealer orders, the Zone translates the order on a standard F9800 order form, and then marks the top of the order form "RACE CAR PARTS", indicating the 20% discount in the appropriate place below. The 20% discount does not apply to shipping/insurance charges.
6. The present 5%, 7-1/2% and 10% discounts continue to be in effect, but these discounts naturally do not apply if the 20% discount for race car parts is applied.
7. To measure the popularity and effectiveness of this program, a carbon or machine copy of the order form must be mailed by the Zone to this office.

  
Carl Chakmakian, Manager  
Performance Activities



## AMERICAN MOTORS SALES CORPORATION

14250 PLYMOUTH ROAD • DETROIT, MICHIGAN 48232

February 1, 1968

Performance Bulletin AM-68-10  
Z-68-10

TO: ALL AMERICAN MOTORS/RAMBLER DEALERS

SUBJECT: Warranty Effects of High-Performance Modifications

The following information appears in the "Dealer Management Manual - Warranty Administration":

### III - 14 HIGH PERFORMANCE MODIFICATIONS

Parts supplied by American Motors for high-performance modifications are covered by the American Motors Service Parts and Accessories Warranty (except batteries). (Refer to II - 2A.)

Installation of high-performance kits, or any other modification to achieve high-performance characteristics, voids any and all warranty coverage for the car component so modified, as well as for all remaining components of the entire power plant (complete engine and related ignition, cooling, fuel, exhaust and control systems complete transmission (including transmission control system and, on manual transmissions, clutch assembly and controls), drive shaft, universal joints, complete rear axle, complete steering system, wheels, complete brake system and complete front and rear suspensions. This voiding of the original New Car Warranty on such components is effective from the date of the first modification and is based on test procedures which demonstrate that, even when driven conservatively, such a car is not "under normal use and service."

The paragraphs above are simply repeated from II - 1G. It should be noted that, after any such modification, even the existence of an obvious defect in one of the specified components does not make the repair eligible for warranty coverage. (Refer to III - 21, "Special Adjustments.")

Very truly yours,

Carl Chakmakian, Manager  
Performance Activities

crw









## AMERICAN MOTORS SALES CORPORATION

14250 PLYMOUTH ROAD • DETROIT, MICHIGAN 48232

February 1, 1968

Performance Bulletin AM-68-7  
Z-68-7

TO: ALL AMERICAN MOTORS/RAMBLER DEALERS

SUBJECT: HI-PERFORMANCE EQUIPMENT FROM AM PARTS DEPT.

Starting in February of 1967, American Motors offered three hi-performance items listed in "Group-19" of the American Motors Parts Catalog.

Starting with a camshaft kit, a 4.44:1 rear axle ratio kit, and a heat-blocker intake manifold gasket, the list of items has grown as evidenced by referring to the attached Group-19 pages reprinted from the 1968 American Motors Parts Catalog.

As new hi-performance items become available, revised pages for Group-19 will be issued to American Motors Dealers (who subscribe to the revised page mailing service). If required, special early notice will be sent to dealers in advance of revised parts catalog pages.

AM parts (regular or hi-performance) are available for purchase only from an AM Dealer, who in turn can order parts via the normal Zone channels.

Prices for Group-19 parts are listed in the AM Parts List Price Catalog on file at all AM Dealers.

Very truly yours,

Carl Chakmakian, Manager  
Performance Activities

crw

Attachment

## ILLUSTRATIONS INDEX

## SECTION A

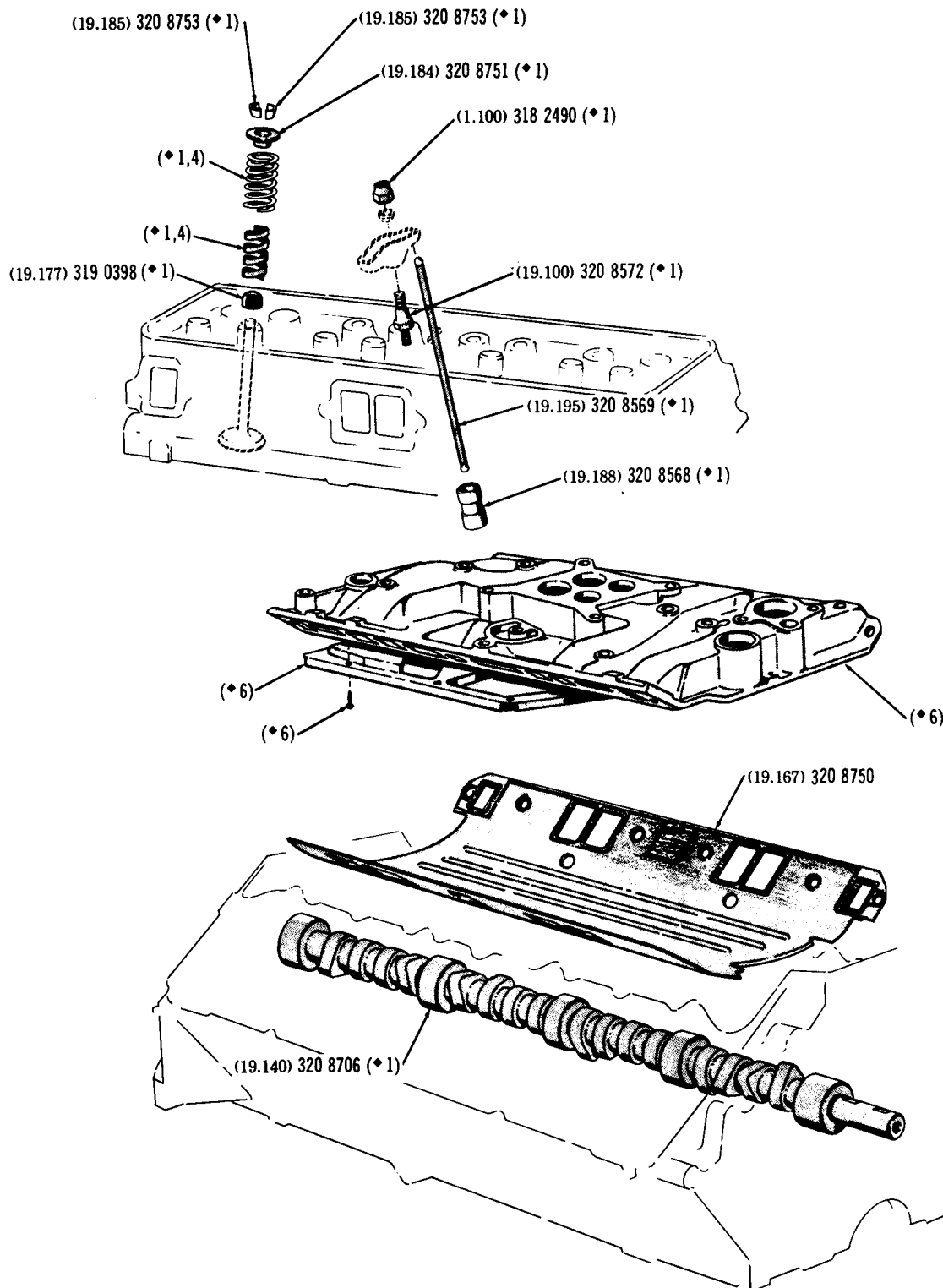
HIGH PERFORMANCE ENGINE COMPONENTS	290, 343 & 390	Gr 19 - A 1
HIGH PERFORMANCE AXLE COMPONENTS	290, 343 & 390	Gr 19 - A 2
HIGH PERFORMANCE TORQUE LINK KIT	1968 (70) JAVELIN & AMERICAN (Std. on AMX)	Gr 19 - A 2

## SECTION B

ASSEMBLIES, SETS AND KITS	Gr 19 - B 1 Thru Gr 19 - B 2
---------------------------	------------------------------

## NOTES

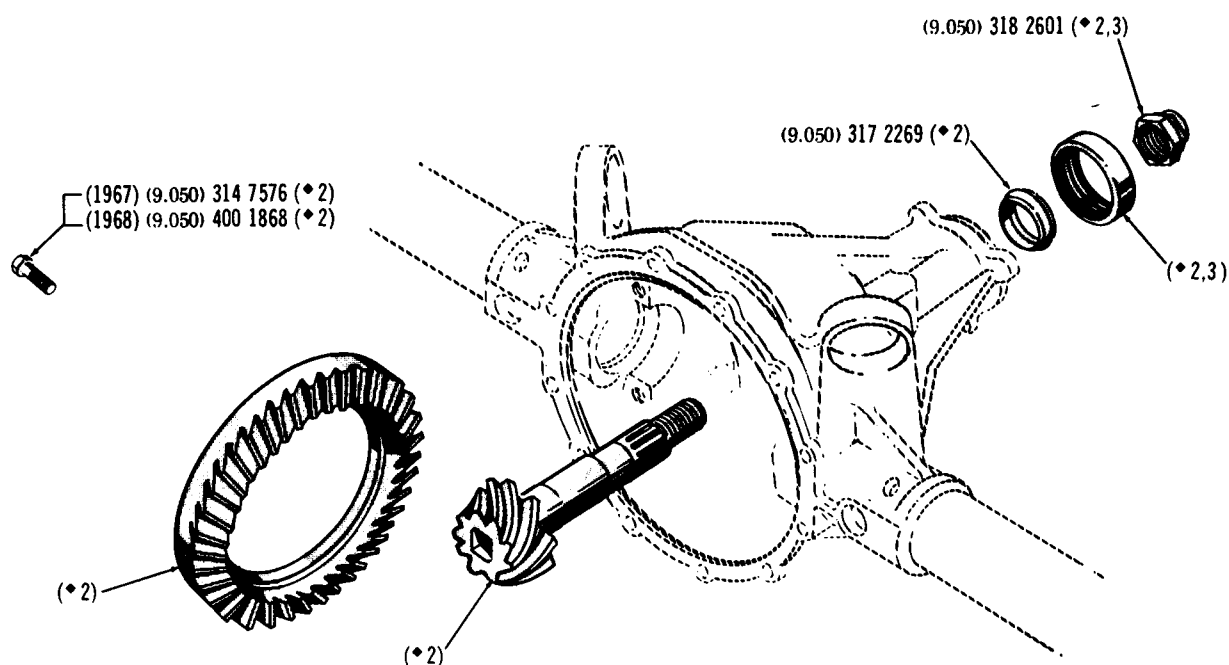
NOTE: These pages are reprinted from the current 1968 American Motors Parts Catalog which is on hand at all American Motors Dealers. Revised pages will be issued as new parts become available.



3399

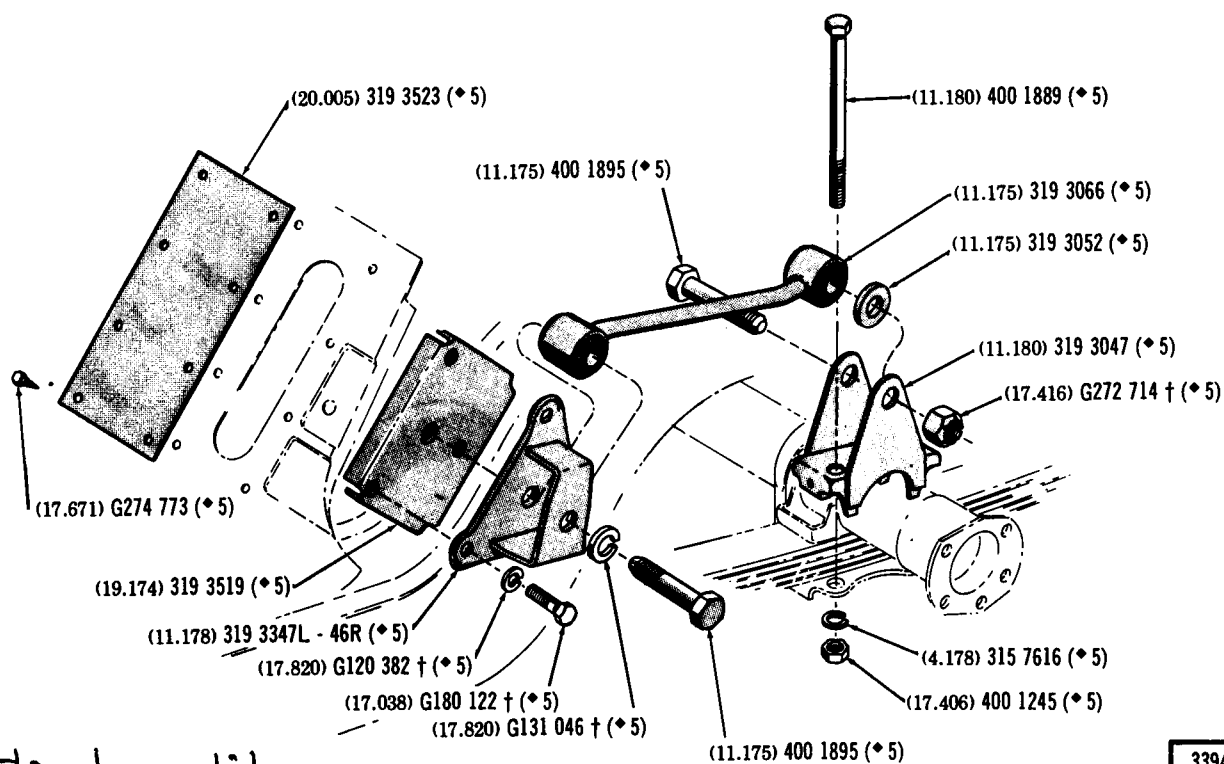
HIGH PERFORMANCE ENGINE COMPONENTS ... 290, 343 &amp; 390





3118-A

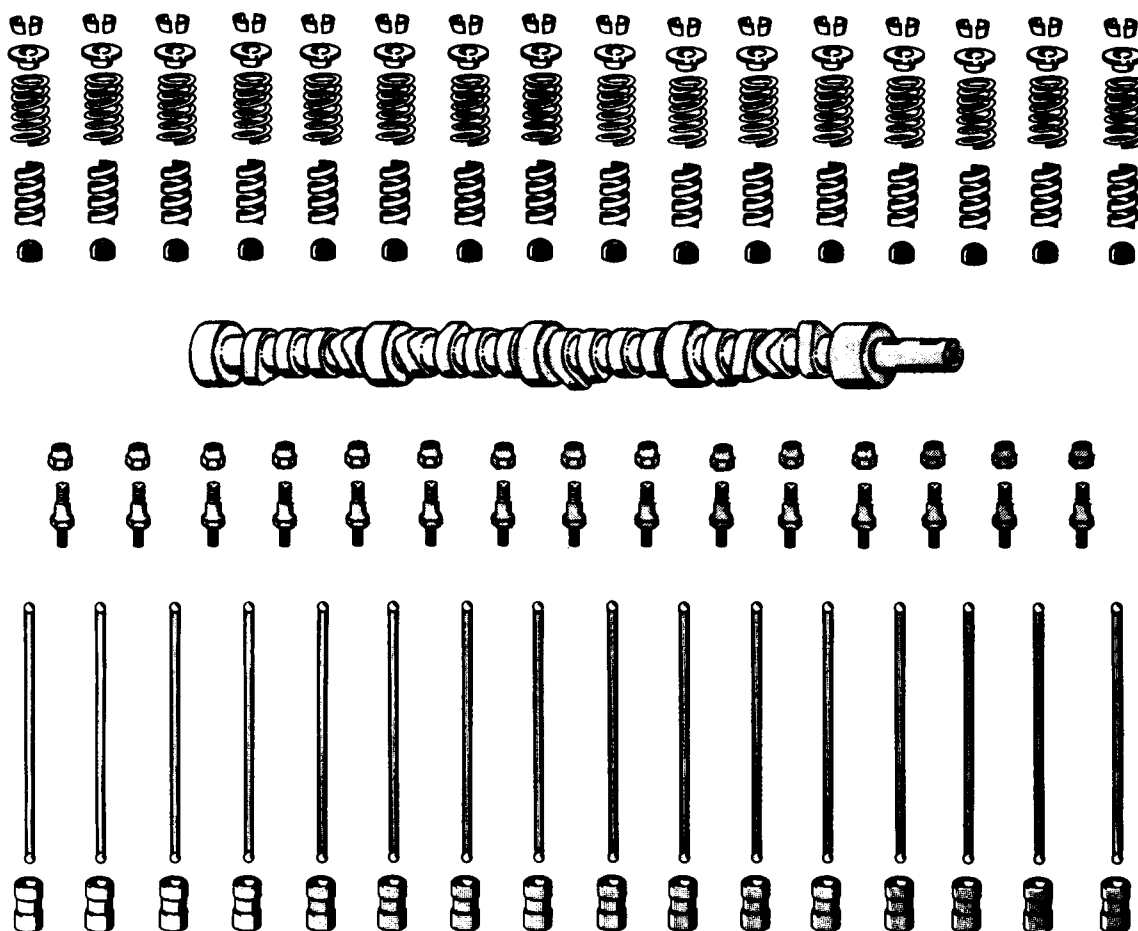
## HIGH PERFORMANCE AXLE COMPONENTS ... 290, 343 &amp; 390



3394

*This torque link  
is standard on  
AMX cars.*

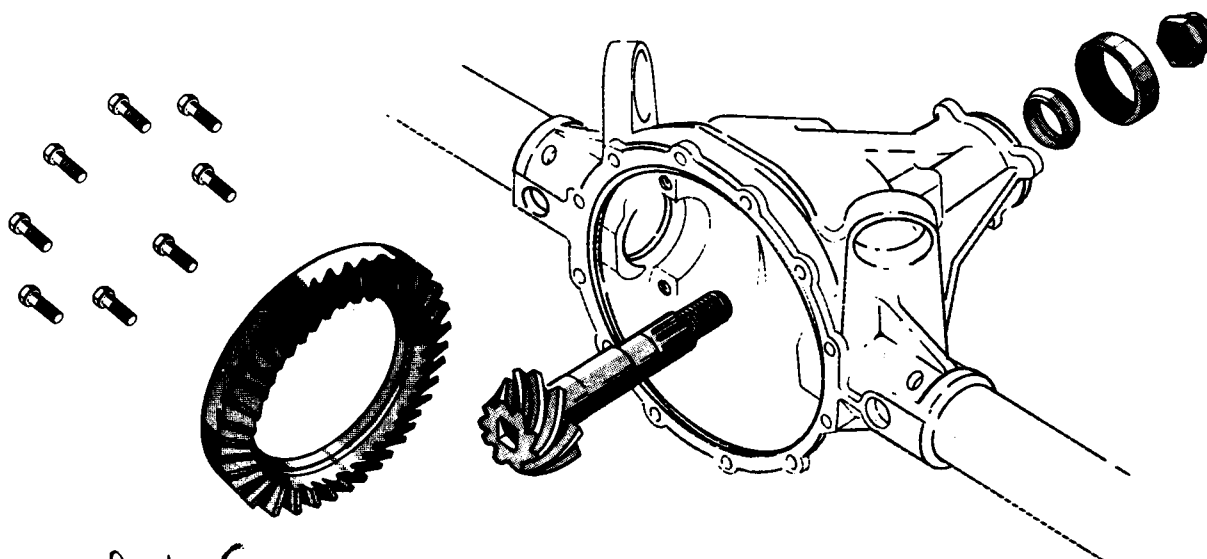
HIGH PERFORMANCE TORQUE LINK KIT ... 1968 (70) JAVELIN KIT# 4485582  
AMERICAN KIT# 4485753



See AMA Specs. for com specifications.

1

(19.140) 320 8586 KIT for all V-8's



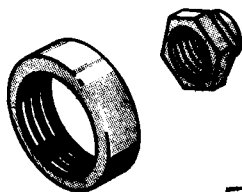
2

Refer to  
AMA Specs  
for factory  
installed  
axle ratios.

4.44:1 — (1967) (9:40) (19.950) 320 8551  
 — (1968) (9:40) (19.950) 320 9854  
 4.10:1 — (1968) (10:41) (19.950) 320 8546  
 3.73:1 — (1968) (11:41) (19.950) 448 5749  
 3.91:1 — (1968) (11:43) (19.950) 448 5750

## ASSEMBLIES, SETS AND KITS

**3191-B**



3

(9.064) 320 8474

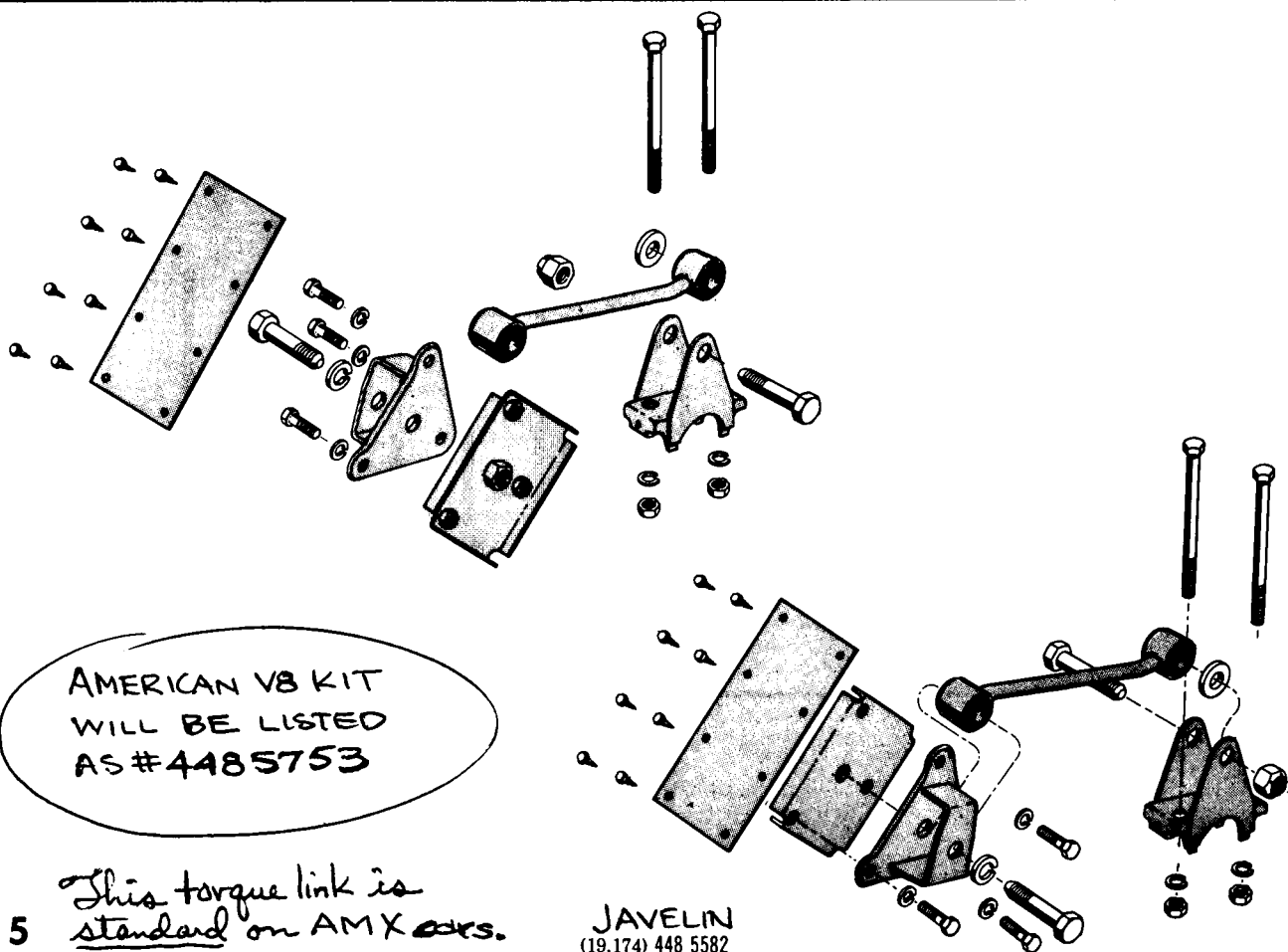
FOR PINION GEAR  
(part of Axle  
Ratio Kit)

4

(19.183) 448 5511



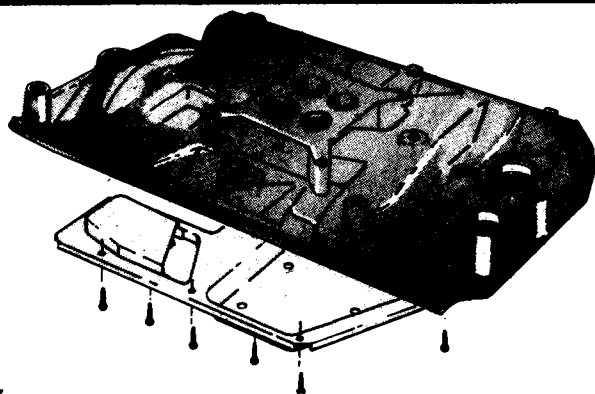
Special Hi-Rate.  
V-8 Valve Spring  
(also in Cam Kit)



AMERICAN V8 KIT  
WILL BE LISTED  
AS #4485753

5 This torque link is  
standard on AMX cars.

JAVELIN  
(19.174) 448 5582



6

(1.067) 319 1737

This is the actual 390 cast-iron  
manifold which is now released  
as a hi-performance part  
for 290 2343 V-8's.

A new "high-riser" aluminum intake  
manifold (by "Edelbrock") will be  
available by late Jan. 68.

#4485731 KIT (manifold, carb., misc. parts)  
4485729 Manifold & misc. parts.  
4485730 Holley 3-Barrel Carb.

3192-A

ASSEMBLIES, SETS AND KITS

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## AMERICAN MOTORS SALES CORPORATION

14250 PLYMOUTH ROAD • DETROIT, MICHIGAN 48232

February 1, 1968

Performance Bulletin AM-68-8  
Z-68-8

TO: ALL AMERICAN MOTORS/RAMBLER DEALERS

SUBJECT: HI-PERFORMANCE EQUIPMENT FOR AMERICAN MOTORS PRODUCTS  
FROM SPEED EQUIPMENT MANUFACTURERS (OUTSIDE SOURCES)

American Motors policy is to encourage speed equipment manufacturers to produce and offer hi-performance equipment suited for AM products to the performance-minded public.

A good number of speed equipment manufacturers have already chosen to offer parts for American Motors products. Because of the fast growing number of such outside manufacturers entering the picture, American Motors is not in the position to be able to test the individual items offered by these outside concerns to the public. However, the performance-minded fraternity of individual race car owners usually have their own preference based on past experience and reputation for results.

The attached list is for your follow-up reference to the speed equipment manufacturers who are either now offering hi-performance parts for American Motors products, or will soon be doing so. Because of rapidly changing conditions, the list may not be complete, but does represent those now engaged to the best of our knowledge.

Very truly yours,

Carl Chakmakian, Manager  
Performance Activities

crw

Attachment

HI-PERFORMANCE EQUIPMENT FOR AM CARS FROM OUTSIDE SPEED EQUIPMENT MANUFACTURERS

Items Available Now, or in some cases available soon.

Also see List of AM "Group 19" Hi-Performance Parts Offered by AM dealers.

CAMSHAFTS

Crower Cam & Equipment Co.  
3333 Main St.  
Chula Vista, Calif. 92021  
(714) 422-1178

Crane Engineering Co., Inc.  
P.O. Box 160, 100 NW 9th Terrace  
Hallandale, Florida 33009  
(305) 927-4261

Iskenderian Racing Cams  
16020 S. Broadway  
Gardena, Calif. 90247  
(213) 770-0930

Sig Erson Racing Cams, Inc.  
20906 Brant Ave.  
Long Beach, Calif. 90810  
(213) 537-1791

Racer Brown, Inc.  
108 West Florence Ave.  
Inglewood, Calif. 90301  
(213) 672-2800

Engle Cams  
1621 - 12th St.  
Santa Monica, Calif. 90404  
(213) 451-1476

EXHAUST HEADERS

Doug's Headers  
5533 E. Whittier  
Los Angeles, Calif. 90022  
(213) 685-5939

Jardine Headers  
7565 - N. Acacia  
Garden Grove, Calif. 92641  
(714) 893-7594

Hooker Headers  
1008 W. Brooks St.  
Ontario, Calif. 91761  
(714) 984-8201

Belanger Headers  
440 E. Front St.  
Covina, Calif. 91722  
(213) 331-5220

Hedman Muffler & Mfg. Co.  
4630 Leahy Street  
Culver City, Calif. 90230  
(213) 838-1805

Cyclone Automotive Products  
3401 Winona Ave.  
Burbank, Calif. 91502  
(213) 849-2166

Bee-Line Engineering  
445 Brown Road  
Hillsdale, Mich. 49242  
(517) 287-4487

INTAKE MANIFOLDS

Edelbrock Equipment Co.  
411 Coral Circle  
El Segundo, Calif. 90245  
(213) 772-4304

Offenhauser Equipment Co.  
5300 Alhambra Ave.  
Los Angeles, Calif. 90032  
(714) 262-0779

Man-A-Fre Induction  
18736 Parthenia St.  
Northridge, Calif. 91324  
(213) 349-1343



CARBURETORS

Holley Carburetor Co.  
11955 E. 9-Mile Road  
Warren, Mich. 48090  
(313) JE 6-1900

Carter Carburetor Corp.  
2840 N. Spring Road  
St. Louis, Mo.  
(314) JE 1-2950

FORGED PISTONS

Forged-True Piston Co.  
1979 E. Colorado Blvd.  
Pasadena, Calif. 91107  
(213) 681-2015

Venolia Pistons (Tor-Cam Ind., Inc.)  
1302 - J W. 15 Street  
Long Beach, Calif. 90813  
(213) HE 5-5005

Jahns Pistons  
2662 Lacy Street  
Los Angeles, Calif. 90031  
(213) 225-8177

J & E Pistons  
930 Monterey Pass Road  
Monterey Park, Calif. 91754  
(213) 268-9801

PISTON RINGS

Perfect-Circle  
Div. of Dana Corp.  
Toledo, Ohio 43601

Grant Industries, Inc.  
3680 Beverly Blvd.  
Los Angeles, Calif. 90004  
(213) 382-8386

BEARINGS

Clevite Corp.  
1700 St. Clair  
Cleveland, Ohio 44110  
(216) 481-7200

Federal-Mogul Service  
Dept. HRI, Box 478  
Detroit, Mich. 48232  
(313) 444-8800

NEEDLE-BEARING ALUMINUM ROCKER ARMS

Iskenderian Racing Cams  
16020 S. Broadway  
Gardena, Calif. 90247  
(213) 770-0930

Crane Engineering Co., Inc.  
P.O. Box 160, 100 N.W. 9th Terrace  
Hallandale, Florida 33009  
(305) 927-4261

CRANKSHAFT & CONNECTING RODS

Crank Shaft Co.  
1422 S. Main St.  
Los Angeles, Calif. 90015  
(213) RI 9-6597

Mickey Thompson Equipment Co.  
1419 Sante Fe Ave.  
Long Beach, Calif. 90813  
(213) 432-7421

CAST VALVE COVERS

Offenhauser Equipment Co.  
5300 Alhambra Ave.  
Los Angeles, Calif. 90032  
(714) 262-0779

GASKETS

Mr. Gasket Company  
4569 New Spring Road  
Brooklyn Hts., Ohio 44131  
(216) 741-8900

Fel-Pro, Inc.  
7450 No. McCormick Blvd.  
Skokie, Ill.  
(312) RO 1-4500

Fitzgerald Manufacturing Co.  
Torrington, Conn.  
(203) 489-3172

Gasket Manufacturing Co.  
319 West 17th St.  
Los Angeles, Calif. 90005  
(213) 749-4063

EXTRA-CAPACITY ENGINE OIL PANS

Racing Components  
1506 West 228th Street  
Torrance, Calif. 90501  
(213) 326-3930

IGNITION

Mallory Electric Corp.  
12416 Cloverdale Ave.  
Detroit, Mich. 48204  
(313) 933-6350

Grant Industries, Inc.  
3680 Beverly Blvd.  
Los Angeles, Calif. 90004  
(213) 382-8386

Du-Coil Ignition Systems  
112 E. Orangethorpe  
Anaheim, Calif. 92801

SPARK PLUGS

Champion Spark Plug  
Toledo, Ohio 43601  
(419) 536-3711

TACHOMETERS

Sun Electric Corp.  
Harlem & Avondale  
Chicago, Ill. 60631  
(312) NE 1-6000

Stewart-Warner  
1840 Diversey Parkway  
Chicago, Ill. 60614  
(312) 883-6000

TRANSMISSIONS

Borg-Warner Corp.  
11045 Gage Ave.  
Franklin Park, Ill. 60131  
(312) 455-3120

Arcadia Transmission Service  
400 N. First Avenue  
Arcadia, Calif. 91006  
(213) 445-2694

B & M Automotive  
7711 Ventura Canyon Ave.  
Van Nuys, Calif. 91402  
(213) 785-0476

CLUTCHES

Schiefer Manufacturing Co.  
508-L Monterey Pass Road  
Monterey Park, Calif. 91754  
(213) 283-9131

Borg & Beck  
Division of Borg-Warner  
11045 Gage Ave.  
Franklin Park, Ill. 60131  
(312) 455-3120

Weber Tool Co.  
310 S. Center Street  
Santa Ana, Calif. 92703  
(714) KI 7-2595

Hayes Clutches & Flywheels  
15118-L Adams St.  
Midway City, Calif.  
(714) 892-3957

FLYWHEELS

Schiefer Manufacturing Co.  
508-L Monterey Pass Road  
Monterey Park, Calif. 91754  
(213) 283-9131

Hayes Clutches & Flywheels  
15118-L Adams St.  
Midway City, Calif.  
(714) 892-3957

Weber Tool Co.  
310 S. Center Street  
Santa Ana, Calif. 92703  
(714) KI 7-2595

BELL HOUSINGS (SAFETY TYPE)

Lakewood Chassis, Inc.  
1324 - N Hird Avenue  
Lakewood, Ohio 44107  
(216) 521-1559

Trans-Dapt of Calif., Inc.  
Box 4157N  
Compton, Calif. 90224

Ansen Automotive  
13715-T S. Western Ave.  
Gardena, Calif. 90249  
(213) FA 1-5474

RC Industries, Inc.  
980 W. Lafayette  
Medina, Ohio 44256  
(216) 725-4144



SHIFT LINKAGE

Hurst-Campbell, Inc.  
50 West Street Road  
Warminster, Pa. 18974  
(215) OS 2-5000

Spark-O-Matic Corp.  
Milford, Pa. 18337  
(717) 296-6444

Ansen Automotive  
13715-T S. Western Ave.  
Gardena, Calif. 90249  
(213) FA 1-5474

P & G Manufacturing Co.  
801 Executive Bldg.  
Portland, Oregon 97204  
(503) 223-7263

REAR TRACTION BARS

Traction-Master Co.  
2917 W. Olympic Blvd.  
Los Angeles, Calif. 90006  
(213) DU 2-1131

Spark-O-Matic Corp.  
Milford, Pa. 18337  
(717) 296-6444

AMAX Industries, Inc.  
866 St. Charles Street  
Elgin, Illinois 60120  
(312) 695-6100

REAR AXLE GEARS

Perfection Gears  
Harvey, Ill. 60426  
(312) ED 1-6200

Getz Products, Inc.  
152nd & Stone St.  
Harvey, Ill. 60426  
(312) 468-1661

SHOCK ABSORBERS

Monroe Auto Equipment  
Monroe, Mich. 48161  
(313) CH 1-8000

Cure-Ride Corp.  
7444 New Second St.  
Philadelphia, Pa. 19126

Maremont-Gabriel, Inc.  
168 N. Michigan Ave.  
Chicago, Ill. 60601  
(312) 263-7676

Air-Lift Co.  
2710 Snow Road  
Lansing, Mich. 48902  
(517) 482-3178

Koni Shock Absorbers  
Kensington Products Corp.  
150 Green Street  
Hackensack, N. J. 07601

WHEELS

Cragar Industries  
5829 Firestone Blvd.  
South Gate, Calif. 90280  
(213) 773-7611

Hurst-Campbell, Inc.  
50 West Street Road  
Warminster, Pa. 18974  
(215) OS 2-5000

American Racing Equipment  
355 Valley Drive  
Brisbane, Calif. 94005  
(415) 467-1330

Wheel Centre Company, Inc.  
199 Mayhew Way  
Walnut Creek, Calif. 94596  
(415) 939-1777

Keystone Rims, Inc.  
7255 Whitsett Ave.  
N. Hollywood, Calif. 91605

Ansen Automotive  
13715-T S. Western Ave.  
Gardena, Calif. 90249  
(213) FA 1-5474

Kelsey-Hayes Co.  
Products Division  
Romulus, Mich. 48174  
(313) 274-5000

International Racing Wheels  
165 Industrial Park  
Venicia, Calif.  
(707) 745-3775

TIRES

Goodyear Tire & Rubber Corp.  
1144 E. Market St.  
Akron, Ohio 44316  
(216) 794-4580

M & H Tire Co.  
309 Main Street  
Watertown, Mass.  
(617) 923-1122

Firestone Tire & Rubber Corp.  
Akron, Ohio 44316  
(216) 379-7000

Casler Racing Tires  
1004 W. Brooks St.  
Ontario, Calif. 91761  
(714) 986-1141

DISC BRAKE LININGS

Mione Competition Brake, Inc.  
P. O. Box 2251  
San Leandro, Calif.  
(415) 357-1062

Bendix Corp.  
Brake & Steering Div.  
401 N. Bendix Drive  
South Bend, Ind. 46620

RACE CAR & ENGINE PREPARATION

Ronnie Kaplan Engineering, Inc.  
115 Elizabeth Drive  
Elk Grove, Ill. 60005  
(312) 437-7270

RACE ENGINE PREPARATION

Traco Engineering, Inc.  
11928 West Jefferson Blvd.  
Culver City, Calif. 90230  
(213) 398-3722

AXLES & SUSPENSION (NASCAR)

Frankland Engineering  
PO Box 278  
Ruskin, Florida 33570  
(813) 645-3235

TUBULAR CHASSIS FRAMES

Logghe Stamping Co.  
16711 13-Mile Road  
Fraser, Mich. 48026  
(313) 371-7490

Race Car Specialties  
18434 Topham Street  
Tarzana, Calif.  
(213) 881-3338

FIBERGLASS BODY & COMPONENTS

Randall Rambler, Inc.  
1350 West Main  
Mesa, Arizona 85201  
(602) 969-9191

Ronnie Kaplan Engineering, Inc.  
115 Elizabeth Drive  
Elk Grove, Ill. 60005  
(312) 437-7270

BLOWER MANIFOLD & TIMING GEAR COVER

Grant Industries, Inc.  
3680 Beverly Blvd.  
Los Angeles, Calif. 90004  
(213) 382-8386

Fiberglass Trends  
1858 W. 144th Street  
Gardena, California  
(213) 329-4849

BLOWER DRIVE PULLEY & BELTS

Crager Industries  
5829 Firestone Blvd.  
South Gate, Calif. 90280  
(213) 733-7611

IGNITION GEAR TRAIN & PUMP DRIVE COVER (BLOWER SET UP)

Milodon Engineering Co.  
7762 Gloria Ave.  
Van Nuys, Calif.  
(213) ST 2-4373

FUEL INJECTION

Enderle Fuel Injection  
1282 Los Angeles St.  
Glendale, Calif.  
(213) CI 3-2175

Hilborn Fuel Injection  
25891 Crown Valley Parkway  
So. Laguna, California 92677  
(714) 586-0700

HEAT-RESISTANT PAINT & COATINGS

Sperex Corp.  
2239 Pontius Ave.  
Los Angeles, Calif. 90064  
(213) 478-1541

HEAD PORTING

Mondello's Porting Service  
2240 So. Sepulveda  
Los Angeles, Calif.  
(213) 478-1091





## SANCTIONING ORGANIZATIONS FOR RACING

- ACCUS/FIA ... Automobile Competition Committee for the U. S., FIA  
433 Main Street  
Stamford, Connecticut 06901  
A/C 203 - 348-6233
- AHRA ..... American Hot Rod Association  
1820 West 91st Place  
Kansas City, Missouri 64114  
A/C 816 - EM 3-6444
- NHRA ..... National Hot Rod Association  
3418 West First Street  
Los Angeles, California 90004  
A/C 213 - 386-2520
- NASCAR ..... National Association for Stock Car Auto Racing  
P. O. Bin K  
Daytona Beach, Florida 32015  
A/C 904 - 253-0611
- USAC ..... United States Auto Club  
4910 West 16th Street  
Speedway, Indiana 46224  
A/C 317 - CH 4-7637
- SCCA ..... Sports Car Club of America  
P. O. Box 791  
Westport, Connecticut 06880  
A/C 203 - 227-1266



1968

## NHRA MAJOR CHAMPIONSHIP

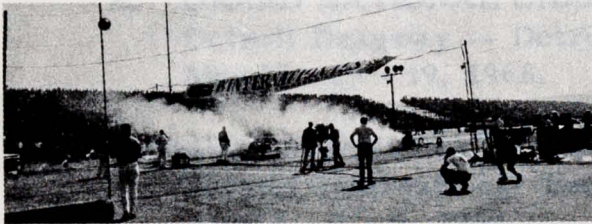
### DRAG RACING SCHEDULE

"Big 4" National/World Championship Meets ..... 4 Meets

6 World/Championship Series Meets in each  
of the 7 Divisions ..... 42 Meets

TOTAL ... 46 Meets

## DRAG RACING'S "BIG FOUR"



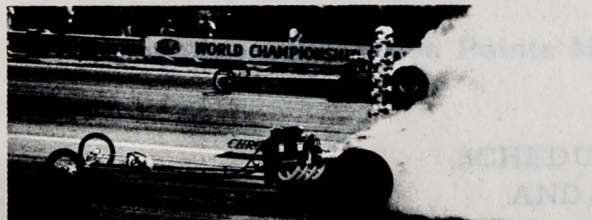
NHRA WINTERNATIONALS — Feb. 2-4



NHRA SPRINGNATIONALS — June 14-16



NHRA NATIONALS — Aug. 29 - Sept. 2



NHRA WORLD FINALS — Oct. 26-27

CHAMPIONSHIP DRAG RACING AT ITS BEST

## NHRA WORLD CHAMPIONSHIP SERIES, 1968

### NORTHEAST DIVISION

May 4-5 Madison Township Raceway Park, Englishtown, New Jersey  
May 25 Capitol Raceway, Millersville, Maryland  
June 29 Cecil County Drag-O-Way, Baltimore, Maryland  
July 13 Island Dragway, Great Meadows, New Jersey  
August 10 York U. S. 30 Drag-O-Way, York, Pennsylvania  
Sept. 14-15 Connecticut Dragway, East Haddam, Connecticut

### SOUTHEAST DIVISION

April 6-7 Phenix Dragway, Phenix City, Alabama  
May 5 Montgomery Industrial Terminal, Montgomery, Alabama  
June 1-2 Pensacola Naval Air Base, Pensacola, Florida  
July 6-7 Houston County Dragway, Warner Robins, Georgia  
Aug. 3-4 Lakeland Dragway, Memphis, Tennessee  
Sept. 14 Miami Dragway, Hollywood, Florida

### NORTH CENTRAL DIVISION

May 18-19 National Trail Raceway, Columbus, Ohio  
June 1-2 Tri-City Dragway, Saginaw, Michigan  
July 7 Indianapolis Raceway Park, Indianapolis, Indiana  
July 21 Bluegrass Raceway, Lexington, Kentucky  
Aug. 4 St. Thomas Dragway, Sparta, Ontario, CANADA  
Aug. 17-18 Location pending

### SOUTH CENTRAL DIVISION

May 4-5 Odessa Raceway, Odessa, Texas  
June 8 Oklahoma City Raceway, Oklahoma City, Oklahoma  
June 29-30 Pel State Dragstrip, Opelousas, Louisiana  
July 20 Austin Raceway Park, Austin, Texas  
Aug. 11 Location pending  
Sept 7-8 Amarillo Dragway, Amarillo, Texas

### WEST CENTRAL DIVISION

May 5 Rocky Mountain Dragway, Denver, Colorado  
June 2 Location pending  
July 7 Location pending  
July 28 Omaha Dragways, Omaha, Nebraska  
Aug. 11 NEITA Raceway, Waterloo-Cedar Falls, Iowa  
Sept. 15 Continental Divide Raceways, Denver, Colorado

### NORTHWEST DIVISION

April 6-7 Arlington Dragstrip, Arlington, Washington  
May 4-5 Arlington Dragstrip, Arlington, Washington  
May 25-26 Bremerton Dragstrip, Bremerton, Washington  
July 6-7 Mission Raceway, Vancouver, B. C., CANADA  
July 20-21 Speedway Park, Edmonton, Alberta, CANADA  
Aug. 10-11 Arlington Dragstrip, Arlington, Washington

### SOUTHWEST DIVISION

June 1 Irwindale Raceway, Irwindale, California  
June 22 Stardust International Raceway, Las Vegas, Nevada  
July 13 Carlsbad Raceway, Carlsbad, California  
Aug. 3 San Francisco Int'l. Raceway, San Francisco, California  
Aug. 17-18 Bonneville Raceway, Salt Lake City, Utah  
Sept. 14 Orange County Raceway, Irvine, California

Dates and locations are subject to change.  
See NATIONAL DRAGSTER for schedule listings.

SCHEDULE SUBJECT TO CHANGES AND/OR ADDITIONS BY NHRA



1 9 6 8

AHRA MAJOR CHAMPIONSHIP

DRAG RACING SCHEDULE

1. WINTER NATIONAL CHAMPIONSHIPS -- Hot Cars/Bikes  
Bee Line Dragway -- Scottsdale, Arizona  
January 19 - 20 - 21, 1968.

WINTER NATIONAL CHAMPIONSHIPS -- Stock & Funny Cars  
Lion s Drag Strip -- Long Beach, California  
January 27 - 28, 1968.

2. GRAND NATIONAL CHAMPIONSHIPS  
Detroit Dragway -- Detroit, Michigan  
May 17 - 18 - 19, 1968.

3. SPRING NATIONAL CHAMPIONSHIPS  
Bristol International Speedway -- Bristol, Tennessee  
June 7 - 8 - 9, 1968.

4. NATIONAL CHAMPIONSHIPS  
New York National Speedway -- Long Island, New York  
August 16 - 17 - 18, 1968.

5. WORLD CHAMPIONSHIPS -- Hot Cars Only  
Green Valley Raceway -- Fort Worth, Texas  
August 23 - 24 - 25, 1968.

WORLD CHAMPIONSHIPS -- Stock Cars, Funny Cars & Bikes  
Green Valley Raceway -- Fort Worth, Texas  
August 31 -- September 1 - 2, 1968.

6. WORLD POINTS FINALE  
Kansas City International Raceway -- Kansas City, Missouri  
October 4 - 5 - 6, 1968

plus ... 40 Division Points Meets (5 Meets in 8 Divisions)

SCHEDULE SUBJECT TO CHANGES  
AND/OR ADDITIONS BY AHRA

1 9 6 8

"TRANS-AM" SEDAN RACING SCHEDULE

for Javelin and Similar-Type Cars (305 CID Limit)

* February 3 & 4	- Daytona 24-Hour Race
March 23	Sebring 12-Hour Race
May 12	War Bonnet Raceway, New Mannford, Okla.
May 30	Lime Rock Park, Lime Rock, Conn.
June 9	Mid-Ohio Raceway, Lexington, Ohio
June 23	Bridgehampton, N. Y.
July 7	Meadowdale Raceway, W. Dundee, Ill.
July 21	Mt. Tremblant, St. Jovite, Quebec
August 4	Bryar Motorsport Park, Loudon, N. H.
August 25	Continental Divide Raceway, Denver Colo.
September 8	Riverside Raceway, Calif.
October 6	Pacific Raceway, Kent, Wash.

\* Javelin Racing Team will skip this first event

SCHEDULE SUBJECT TO CHANGES  
AND/OR ADDITIONS BY SCCA

1 9 6 8

NASCAR "GRAND TOURING" RACE SCHEDULE

for Javelin and Similar-Type Cars (305 CID Limit)

<u>DATE</u>	<u>LOCATION</u>	<u>DISTANCE</u>	<u>POSTED AWARDS</u>
Mar. 9	Rockingham, N. C. (1-Mi Pvd)	250 M	\$15, 000
Mar. 16	Bristol, Tenn. (1/2 Mi Pvd)	150 M	7, 500
May 21	Hickory, N. C. (1/4 Mi Pvd)	100 M	5, 000
May 28	Greenville, S. C. (1/2 Mi Dirt)	100 M	5, 000
June 1	Macon, Ga. (1/2 Mi Pvd)	100 M	5, 000
July 3-4	Daytona Beach, Fla. (2-1/2 Mi Pvd)	250 M	15, 000
Aug. 3	Atlanta, Ga. (1-1/2 Mi Pvd)	250 M	15, 000
Aug. 17	Weaverville, N. C. (1/2 Mi Pvd)	100 M	5, 000
Aug. 31	Darlington, S. C. (1-3/8 Mi Pvd)	250 M	15, 000
Oct. 12	Charlotte, N. C. (1-1/2 Mi Pvd.)	250 M	15, 000

SCHEDULE SUBJECT TO CHANGES  
AND/OR ADDITIONS BY NASCAR

NOTE: A Javelin is being prepared in West Palm Beach, Florida for this new NASCAR "GT" circuit. This particular Javelin race car has the support of outside private sponsorship, and the efforts are being directed by Cliff Hardesty, District Manager in the American Motors Atlanta Zone office.





Public Relations Department  
American Motors Corporation  
14250 Plymouth Road  
Detroit, Michigan 48232  
25679

FOR IMMEDIATE RELEASE

DETROIT, September 26 -- The appointment of Carl Chakmakian to the newly-created post of manager of performance activities for American Motors Corporation has been announced by R. W. McNealy, vice-president-automotive marketing services.

Chakmakian, formerly manager of product information, will coordinate activities and programs related to the preparation of American Motors cars for competition by owners and dealers, McNealy said.

McNealy said that while the company does not plan to engage in a large scale racing program, it will be increasingly active in selected areas of competition "where our resources and abilities will allow us to make a creditable showing."

"Basically, the program is intended to assist our dealers and customers by developing the 'hardware' required for competition on the drag strips and in sedan racing," he said.

"The increasing interest in American Motors cars for drag strip competition, Trans-American and sports car club sedan racing, and the growing number of young owners who want to participate in these events dictates a more active role at the factory level to support this interest," he said.

-more-

The company is taking the necessary steps to qualify its sporty Javelin for competition in the 1968 Trans-American championship races and Sports Car Club of America races. It is currently conducting a joint program with Grant Industries of Los Angeles in campaigning an experimental drag racing car on the national circuit. The Grant/Rebel SST, a special tube-frame, fiberglass car powered by a supercharged fuel injection AM V-8, has exceeded 170 mph in 1/4-mile match races with 8.5 seconds elapsed time.

The introduction of the company's new AMX sports car and 390 V-8 engine in early 1968 are expected to create added interest in the performance capabilities of American Motors cars and in their use for competitive racing by dealers and owners, McNealy said.

Chakmakian, who holds an engineering degree from the University of Michigan, joined American Motors in 1953 as an assistant technical advisor, and has served as product information manager since 1961. He is a commander in the Naval Air Reserve, and a member of the Society of Automotive Engineers, Sports Car Club of America, Reserve Officers Association, and U. of M. Alumni Club of Dearborn.



Public Relations Department  
American Motors Corporation  
14250 Plymouth Road  
Detroit, Michigan 48232  
256710

FOR IMMEDIATE RELEASE

DETROIT, Oct. 27--A program to establish a nationwide network of Javelin Car Clubs has been announced jointly by American Motors Corporation and the National Hot Rod Association (NHRA).

Local car clubs, sponsored on a voluntary basis by American Motors-Rambler dealers, will have direct affiliation with the NHRA Charter Club Program, with administration sponsored by AM.

"Membership will be open to all car enthusiasts and will not be restricted to those who own a Javelin or other American Motors cars," said Carl Chakmakian, manager of the performance activities for AM.

In the joint announcement, NHRA President Wally Parks said membership in a Javelin Car Club will automatically include membership in NHRA.

Success of the "pilot" club formed by Dick Allen Rambler of Inglewood, California resulted in the launching of the national program, said Chakmakian.

Local NHRA officials will act as club advisors under the supervision of Ron Root, car club and highway safety director for NHRA.

Facilities for meetings will be provided by the sponsoring dealer. Club members will receive special informational mailings, and club news coverage will be made in NHRA's weekly publication, "National Dragster".

Javelin Car Club emblems will be provided to members.

Public Relations Department  
American Motors Corporation  
14250 Plymouth Road  
Detroit, Michigan 48232  
Telephone: 493-2000  
66712

FOR IMMEDIATE RELEASE

DETROIT, Dec. 7 -- American Motors today announced that Javelin Racing Team, Inc., of Milwaukee, will campaign the company's sporty Javelin in the 1968 Trans-American championship road races.

Carl Chakmakian, manager of performance activities for American Motors said "this will provide an organized factory-team approach to preparing and campaigning Javelins on the Trans-Am circuit.

"The performance characteristics built into the Javelin give it the potential to make it an outstanding contender."

Javelin Racing Team, Inc., is headed by James Jeffords, who also will serve as manager of the Javelin team. Jeffords is an experienced sports car driver in his own right, having won the Sports Car Club of America championship two successive years -- 1958 and 1959. He retired from competition six years ago, but has maintained an active interest in the sport.

Chakmakian said that preparation and maintenance of the competition Javelins will be handled by Ronnie Kaplan Engineering, Inc., of Chicago, known for its experience in preparing virtually all types of competition cars.

Traco Engineering, Inc., of Los Angeles, has been retained to work on engine development, and has a long record of successful race engines.

"This arrangement will bring to bear a wide range of knowledge and experience to demonstrate the Javelin's competitive capacity," Chakmakian said.

"The Javelin Racing Team is aiming to compete in the series of 12 Trans-Am races starting with the 12-hour race at Sebring, Florida on March 23" he said.



## AMERICAN MOTORS SALES CORPORATION

14250 PLYMOUTH ROAD • DETROIT, MICHIGAN 48232

January 16, 1968

Performance Bulletin AM-68-2  
Z-68-2

TO: ALL AMERICAN MOTORS/RAMBLER DEALERS

SUBJECT: "NATIONAL DRAGSTER" and AM PERFORMANCE ACTIVITIES

Enclosed is the January 5th issue of "National Dragster". We felt you would want a copy since it is devoted to news about some of our performance activities, as follows:

Page 3 ...NHRA drag racing classification chart for all 1968 AM cars and engines. This information will prove to be a handy reference to answer questions from the drag strip enthusiast, and is based on our new 1968 AMA Specifications (including 390 V-8 and AMX).

Page 3 & 5 ...News about "Javelin Car Club". All AM Dealers received our press release and letter of explanation dated October 27, 1967 from this office. Since then, a good number of Dealers have signed up for this excellent youth promotion program.

Page 3 ...News about AM Dealers drag racing in Southern California. This represents only one of a great many similar programs sponsored by dealers and associations around the country.

Page 3 ...News about the 1967 Grant/Rebel "funny car" which recently completed a 19-city tour of drag racing plus showroom display at AM Dealers. This AM-sponsored program will be continued with a new 1968 Grant/Rebel racer now under construction.

Page 1 ...In the "Dyno" article, you will find news about the performance of the Grant/Rebel "funny car" in the expert hands of Hayden Proffitt.

Page 6...Ad sponsored by Doug's Headers covering exhaust headers for our products. Doug Thorley, a sensational "funny car" man, has started construction on a Javelin for the hot drag strips in '68. So for '68, we will have two highly competitive funny cars sponsored by AM ... the Grant/Rebel with Hayden Proffitt and the Doug's/Javelin with Doug Thorley ... a real first-class racing pair.



Page 2

Page 8... Ad covering accomplishments of the 1967 Grant/Rebel "funny car" sponsored by American Motors.

Page 13.. Ad sponsored by four outside speed equipment manufacturers announcing special parts for AM V-8 engines and the Javelin. A great many other speed equipment manufacturers also have parts available, and you will soon receive a listing of all manufacturers from this office.

You received a press release dated December 6, 1967 announcing our entry into "Trans-Am" sedan racing with a factory-team of two Javelins that will compete on road-racing courses starting March 23 at Sebring, Florida. These Javelin Racing Team cars are in the final prep stage by Ronnie Kaplan Engineering of Chicago, with race-engine development work by Traco Engineering of Los Angeles.

We are working on more performance activities to help promote the sale of our exciting performance-oriented products. You will hear about them real soon.

  
Carl Chakmakian, Manager  
Performance Activities

Enclosure

crw



## AMERICAN MOTORS SALES CORPORATION

14250 PLYMOUTH ROAD • DETROIT, MICHIGAN 48232

January 22, 1968

Performance Bulletin AM-68-4  
Z-68-4

TO: ALL AMERICAN MOTORS/RAMBLER DEALERS

SUBJECT: GRANT/REBEL and DOUG'S/JAVELIN "FUNNY CAR" DRAG RACER

GRANT/REBEL; This is to announce that American Motors will sponsor the building and campaigning of a new Grant/Rebel "funny car" drag racer for the 1968 season in the expert hands of Hayden Proffitt with Grant Industries. This follows the successful performance record of the 1967 Grant/Rebel car after completing a 19-city drag-racing tour across the country.

The specially constructed Rebel racer with a modified AM-powerplant (supercharged and fuel injected) has covered the 1/4 mile in 8.11 seconds with speed marks up to 180.85 MPH, and set seven track records in the process ... extremely competitive for the very first season of racing. The 1967 Grant/Rebel will be on an auto show tour for 1968, while the new race car is on the drag-strip circuit.

We felt you would want a copy of the attached news release and photograph from Grant Industries since it is an interesting wrap-up story on the accomplishments of the 1967 Grant/Rebel.

DOUG'S/JAVELIN; American Motors also announces that it will sponsor the building and campaigning of a new Javelin "funny car" for the 1968 season in the equally expert hands of Doug Thorley with Doug's Headers of Los Angeles. This brand new Doug's/Javelin should prove to be an exciting running mate to the Grant/Rebel. Doug Thorley, considered one of the best in the business, has had a most successful season in the 1967 funny car racing circuit.

You will be hearing more about these two performance activities to help generate more car sales for you.

  
Carl Chakmakian, Manager  
Performance Activities

crw

Attachment

# Grant NEWS

FROM THE PUBLIC RELATIONS OFFICES OF

GRANT INDUSTRIES INC.  
3680 BEVERLY BOULEVARD  
LOS ANGELES, CALIF. 90004  
AREA CODE 213 • 382-8386

FOR IMMEDIATE RELEASE:

## GRANT REBEL SST FINISHES FIRST SEASON WITH SEVEN RECORDS!

In June, 1967, the Grant Rebel SST drag match racer took to the nation's race tracks -- and murmurs of doubt quickly changed to cheers! By the end of the year the car had set a national speed record and six track records!

The Grant Rebel was engineered and built for American Motors Corporation by Grant Industries in Los Angeles.

The idea was to prove that American Motors' cars could compete with "The Big Three" makes on race tracks. The Grant Rebel not only competed, it decisively defeated racers of each make.

The Grant Rebel's first impressive accomplishment came when it ran 172 m.p.h. to make the top ten qualifiers at the National Hot Rod Association's Summer Nationals in Indianapolis.

Then it set a new national speed record for one-eighth mile tracks with a blistering 136 m.p.h. at St. Louis International Raceway. (This run was backed by a 156 m.p.h. score.) The Rebel's performance here also set a new speed record for the track.

The Rebel next set a new track speed record at Vargo Dragway in Allentown, Pa. Its tour of Florida resulted in new track speed and elapsed time records at Tampa Dragway and at Central Florida Raceway in Orlando.

(more)



The Grant Rebel's most spectacular run came in Tampa when it defeated The Penetration, a Dodge Charger, with a speed of 180.85 m.p.h. and an elapsed time of 8.11 seconds.

Race fans were especially impressed that popular Hayden Proffitt, four-time-national-drag-racing champion, parked a Chevrolet racer to drive the Grant Rebel to these victories.

Fuel-injected and supercharged, the Grant Rebel SST develops 1,200 horsepower at 9,000 revolutions per minute. Its American Motors' engine was specially prepared and modified for racing by Grant. Its tires are Goodyear and its spark plugs are Champion, the same brands all American Motors' cars are delivered with.

The Grant Rebel has a special tubular steel frame with a fiberglass shell body and runs in the sophisticated X/S (Experimental Stock) class, known in racing circles as the "funny car" class.

Grant MacCoon, president of Grant Industries said, "The Grant Rebel SST was one race car that had to run. The record proves that it did. And we are proud, although we were confident from the beginning that it would. American Motors' cars are great automobiles. We knew it and we're sure the whole world knows it now. We've even received fan mail from behind the Iron Curtain."

Grant Industries manufactures the famous Grant piston rings and automotive specialty equipment such as the Flamethrower ignition systems and custom steering wheels. Long famous in racing, Grant ran the Grant Piston Ring Specials at Indianapolis in the late 40's and early 50's.

In 1967 the Grant Rebel raced in 19 cities. It was exhibited

(more)

in American Motors/Rambler showrooms for two or three days before each race date. The car attracted an average of 850 visitors to each showroom displaying it and dealers unanimously agreed that the 1967 campaign was a complete success.

Grant Industries is currently preparing a new Rebel to race in the 1968 season. Like the 1967 Rebel, it will be toured nationally for American Motors.

# # #

For additional details and photos,  
editors are cordially invited to  
contact:

Phil Brady

Grant Industries, Inc.

3680 Beverly Blvd.

Los Angeles, Calif. 90004

Telephone: (213) 382-8386

Public Relations Department  
American Motors Corporation  
14250 Plymouth Road  
Detroit, Michigan 48232  
Telephone: 493-2000  
25681

FOR IMMEDIATE RELEASE

DETROIT, Jan. 26 -- American Motors Corporation announced today it will post first place and runner-up contingency awards in all seven eliminator categories of National Hot Rod Association championship drag races, and in all 11 eliminator categories of American Hot Rod Association championship drag races.

Carl Chakmakian, manager of performance activities for American Motors, said contingency awards ranging from \$75 to \$400 will be made to all eliminator category winners and runners-up driving any year and any model of an American Motors automobile with an AM powerplant, and also for AM-powered special race cars.

"The Contingency Cash Award Program for 1968 is an incentive program that acknowledges competition results of race cars sponsored by American Motors dealers, dealer associations and private owners," Chakmakian said.

The contingency award program for all seven NHRA eliminator categories will provide \$200 for winners and \$100 for runners-up in American Motors automobiles with an AM-powerplant, and AM-powered special race cars, in the 42 World Championship Series Points Meets, and \$400 for winners and \$200 for runners-up in the "Big-4" Meets.

-more-



NHRA eliminator categories include Stock, Super Stock, Street, Competition, Super, Top Gas and Top Fuel.

For the 40 Division Points Meets in AHRA competition, contingency awards of \$150 for winners and \$75 for runners-up in all 11 AHRA eliminator categories will be in effect for American Motors automobiles with an AM-powerplant, and AM-powered special race cars. The awards will be \$300 for winners and \$150 for runners-up in the six AHRA Major Meets.

AHRA eliminator categories include Little Stock, Middle Stock, Top Stock, Super Stock, Street, Competition, Jr. Fuel, Top Gas, Top Fuel, FX Gas and FX Fuel.

"American Motors recognizes that a number of its dealers, and many private owners, desire to compete in various racing activities," Chakmakian said. "This program is designed to reward them for competitive results."



**COLORS/SPECS.**





## AMERICAN MOTORS SALES CORPORATION

14250 PLYMOUTH ROAD • DETROIT, MICHIGAN 48232

February 1, 1968

Performance Bulletin AM-68-9

Z-68-9

TO: ALL AMERICAN MOTORS/RAMBLER DEALERS  
FROM: Carl Chakmakian, Manager, Performance Activities  
SUBJECT: RACE CAR COLOR SCHEME

The unique color scheme used for our Javelin "Trans-Am" race cars is shown below freshly painted and ready for race numbers. When you see the cars in person or see color pictures, we think you will agree that the color scheme really looks like a winner!

We would like others to consider using this same color scheme for their AM race cars. While the color scheme is shown on the Javelin, it works equally as well on the AMX, Rebel, Ambassador or Rambler American.

The red/white/blue colors used on our Javelin Trans-Am race cars are straight lacquer (not acrylic or enamel) and are readily available everywhere. The colors are:

RED ... Rinshed-Mason, RM #1440R ("Rangoon Red").

WHITE ... Sherwin-Williams, SW #26W30576 ("Refrigerator or Porcelain White").

BLUE ... Rinshed-Mason, RM #55J24 ("Persian Blue").

Similar red, white and blue colors can be used, as can acrylic lacquer or enamel if availability presents a problem ... the choice is really up to the dealer or car owner. The red and blue colors can be reversed to suit personal preference as follows:

	<u>FRONT</u>	<u>REAR</u>	<u>MID-SECTION</u>
Scheme #1	Red	Blue	White (1/4" to 3/8" <u>blue</u> accent stripe front, <u>red</u> stripe rear)
Scheme #2	Blue	Red	White (1/4" to 3/8" <u>red</u> accent stripe, front, <u>blue</u> stripe rear)





# AMC '68 STOCK CLASSES

NHRA's two Eliminator categories for stock car competition in 1968 are defined as Super Stock (high-performance models) and Stock. There are twelve classes for Super Stocks, six of which are for cars with manual transmissions and six for automatics. The Stock category classes total thirty-four, fourteen of them for cars with automatics.

Classes are divided according to an official NHRA classification factor for the sake of competition equality. The following classifications are made as per NHRA Performance Ratings as listed in the NHRA Official Stock Car Classification Guide.

Complete details regarding class allowances and requirements can be found in the official 1968 NHRA Rule Book.

## SUPER STOCK CLASSES

SS/A and SS/AA — 0.00 to 5.99  
 SS/B and SS/BA — 6.00 to 6.99  
 SS/C and SS/CA — 7.00 to 7.69  
 SS/D and SS/DA — 7.70 to 8.69  
 SS/E to SS/EA — 8.70 to 9.49  
 SS/F and SS/FA — 9.50 or more

## STOCK CLASSES

A/S and A/SA — 8.00 to 8.49  
 B/S and B/SA — 8.50 to 8.99  
 C/S and C/SA — 9.00 to 9.49  
 D/S and D/SA — 9.50 to 9.99  
 E/S and E/SA — 10.00 to 10.49  
 F/S and F/SA — 10.50 to 10.99

G/S and G/SA — 11.00 to 11.49  
 H/S and H/SA — 11.50 to 11.99  
 I/S and I/SA — 12.00 to 12.49  
 J/S and J/SA — 12.50 to 12.99  
 K/S and K/SA — 13.00 to 13.99  
 L/S and L/SA — 14.00 to 14.99  
 M/S and M/SA — 15.00 to 15.99  
 N/S and N/SA — 16.00 to 16.99  
 O/S — 17.00 to 18.99  
 P/S — 19.00 to 20.99  
 Q/S — 21.00 to 22.99  
 R/S — 23.00 to 24.99  
 T/S — 25.00 to 26.99  
 U/S — 27.00 or more

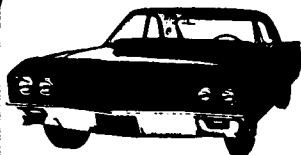
from:

NHRA  
 National  
 Dragster

Jan. 5, 1968

## AMERICAN MOTORS CARS

	128 hp	145 hp	155 hp	200 hp	225 hp	235 hp	280 hp	315 hp
<b>AMERICAN</b>								
Sedan 2 dr	20.34	17.95		14.46	12.89			
Sedan 4 dr	20.60	18.19		14.63	13.04			
440								
Sedan 4 dr	20.64	18.22		14.65	13.07			
Station Wagon	21.87	19.31		15.44	13.76			
<b>ROGUE</b>								
Sedan 2 dr (Hdtp)		18.46		14.83	13.18			
<b>REBEL</b>								
550								
Sedan 4 dr		21.11	19.75	16.49		14.11	11.85	10.71
Station Wagon		22.76	21.29	17.68		15.13	12.70	11.46
Sedan 2 dr (Hdtp)		21.49	20.10	16.76		14.35	12.04	10.88
Convertible 2 dr		22.03	20.61	17.15		14.68	12.32	11.13
770								
Sedan 4 dr		21.20	19.83	16.55		14.17	11.89	10.74
Station Wagon		22.80	21.32	17.71		15.15	12.72	11.48
Sedan 2 dr (Hdtp)		21.49	20.10	16.76		14.35	12.04	10.88
<b>SST</b>								
Sedan 2 dr (Hdtp)				16.74		14.24	11.95	10.93
Convertible 2 dr				17.13		14.58	12.23	11.18
<b>AMX</b>								
Sedan 2 dr (Hdtp)					13.76		11.06	10.04
<b>JAVELIN</b>								
Sedan 2 dr (Hdtp)		19.48		15.62	13.88		11.22	10.12
Sedan 2 dr (Hdtp) SST		19.55		15.67	13.92		11.25	10.15
<b>AMBASSADOR</b>								
Sedan 4 dr		22.01	20.59	17.14		14.67	12.31	11.12
Sedan 2 dr (Hdtp)		22.42	20.97	17.43		14.92	12.52	11.31
<b>DPL</b>								
Sedan 4 dr		22.51	21.05	17.50		14.97	12.57	11.35
Station Wagon		23.95	22.41	18.55		15.87	13.32	12.01
Sedan 2 dr (Hdtp)		22.89	21.41	17.78		15.21	12.77	11.53
<b>SST</b>								
Sedan 4 dr				17.37		14.78	12.41	11.33
Sedan 2 dr (Hdtp)				17.64		15.01	12.60	11.51



# 67 STOCK CLASSES

NHRA's two Eliminator categories for stock car competition in 1967 are defined as Super Stock (high-performance models) and Stock. There are ten classes for Super Stocks, five of which are for cars with manual transmissions and five for automatics. The Stock category classes total twenty-three, nine of them for cars with automatics.

Classes are divided according to an official NHRA classification factor, usually based on the ratio of a car's advertised horsepower to its shipping weight. In some cases NHRA assigns an arbitrary classification factor for the sake of competition equality, which may not coincide exactly with the manufacturer's horsepower or weight specifications.

Complete details regarding class allowances and requirements can be found in the official 1967 NHRA Drag Rules.

## SUPER STOCK CLASSES

Class SS/A and SS/AA — 0.00 to 6.99  
Class SS/B and SS/BA — 7.00 to 7.69  
Class SS/C and SS/CA — 7.70 to 8.69  
Class SS/D and SS/DA — 8.70 to 9.49  
Class SS/E and SS/EA — 9.50 and up.

## STOCK CLASSES

A/S and A/SA — 8.70 to 9.49  
B/S and B/SA — 9.50 to 10.59  
C/S and C/SA — 10.60 to 11.29

D/S and D/SA — 11.30 to 11.88  
E/S and E/SA — 11.89 to 12.49  
F/S and F/SA — 12.50 to 13.99  
G/S and G/SA — 14.00 to 14.99  
H/S and H/SA — 15.00 to 15.59  
I/S and I/SA — 15.60 to 16.99  
J/S — 17.00 to 18.99  
K/S — 19.00 to 21.49  
L/S — 21.50 to 24.99  
M/S — 25.00 to 27.99  
N/S — 28.00 and up.

## RAMBLER 1967

AMERICAN	128 hp	145 hp	155 hp	200 hp	225 hp	235 hp	280 hp
220							
Sedan 2 dr	20.24	17.93	16.78	14.12	12.55		10.35
Sedan 4 dr	20.47	18.14	16.97	14.21	12.68		10.46
Sta Wagon 4 dr	29.42	19.15	17.91	14.96	13.29		
440							
Sedan 2 dr	20.20	17.90	16.61	14.09	12.52		10.33
Sedan 4 dr	20.41	18.08	16.92	14.23	12.64		10.43
Sta Wagon 4 dr	21.63	19.16	17.92	14.97	13.30		
Sedan 2 dr (Hdtp)	20.64	18.29	17.11	14.38	12.78		10.54
ROGUE							
Sedan 2 dr (Hdtp)	20.80	18.43	17.24	14.48	12.87		10.61
Convertible 2 dr	22.03	19.52	18.26	15.27	13.57		11.17
REBEL							
550							
Sedan 2 dr		21.30	19.92	16.40		14.17	12.02
Sedan 4 dr		21.06	19.70	16.23		14.02	11.90
Sta Wagon 4 dr		22.66	21.20	17.25		14.89	12.63
770							
Sedan 4 dr		21.05	19.69	16.72		14.02	11.89
Sta Wagon 4 dr		22.67	21.21	17.25		14.90	12.63
Sedan 2 dr (Hdtp)		21.32	19.94	16.41		14.18	12.03
SST							
Sedan 2 dr (Hdtp)		21.44	20.05	16.50		14.25	12.09
Convertible 2 dr		21.93	20.51	16.85		14.56	12.35
MARLIN							
Sedan 2 dr (Hdtp)		21.88	20.47	16.71		14.43	12.24
AMBASSADOR							
880							
Sedan 2 dr		21.66	20.27	16.55		14.30	12.13
Sedan 4 dr		21.45	20.07	16.39		14.17	12.02
Sta Wagon 4 dr		22.88	21.40	17.40		15.02	12.74
990							
Sedan 4 dr		21.76	20.36	16.62		14.36	12.18
Sta Wagon 4 dr		23.28	21.78	17.70		15.28	12.95
Sedan 2 dr (Hdtp)		22.12	20.69	16.88		14.58	12.35
DPL							
Sedan 2 dr (Hdtp)		22.24	20.81	16.97		14.65	12.43
Convertible 2 dr				17.17		14.82	12.57

from:

NHRA  
National  
Dragster

Jan. 20, 1967

# AMA Specifications—Passenger Car

The information contained herein is prepared, distributed by, and is solely the responsibility of the automobile manufacturing company to whose products it relates. Questions concerning these specifications should be directed to the manufacturer whose address is shown below. This uniform specification form was developed by the automobile manufacturing companies under the auspices of the Automobile Manufacturers Association.

MANUFACTURER <b>AMERICAN MOTORS CORPORATION</b>	CAR NAME •Rebel	•AMX
	•Ambassador	•Javelin
MAILING ADDRESS 14250 Plymouth Rd., Detroit, Michigan 48232	MODEL YEAR 1968	•Rambler American
		ISSUED: SEPT. 26, 1967
		REVISED (•) JAN. 2, 1968

NOTES: C. Chakmakian, Manager - Performance Activities, Phone 493-2677 (AC 313)

1. The Specifications herein are those in effect at date of compilation and are subject to change without notice by the manufacturer.
2. UNLESS OTHERWISE INDICATED:

- a. Specifications apply to standard models without optional equipment. Significant deviations are noted.
- b. Nominal design dimensions are used throughout these specifications.

"TORQUE-COMMAND" is the identifying name for 6-cylinder engines.

"TYPHOON" is the identifying name for 290 & 343 CID V-8 engines.

"AMX" is the identifying name for 390 CID V-8 engine.

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REVISED  
TO ADD:  
AMX Car &  
390 CID V-8

## BODY - TYPES AND STYLE NAMES -

Body type, number of passenger & style names; use manufacturer's code for series & body style.

6 OR V-8 MODELS EXCEPT NOTED	2-DOOR SEDAN	4-DOOR SEDAN	4-DOOR WAGON	2-DOOR HARDTOP	2-DOOR CONVERTIBLE
6801: RAMBLER AMERICAN					
BASE	6806	6805	- - -	- - -	- - -
440	- - -	6805-5	6808-5	- - -	- - -
ROGUE	- - -	- - -	- - -	6809-7	- - -
6810: REBEL					
550	- - -	6815	6818 *	6819	6817
770	- - -	6815-5	6818-5*	6819-5	- - -
SST (V-8 only)	- - -	- - -	- - -	6819-7	6817-7
(•) 6830: AMX (V-8 only)	- - -	- - -	- - -	6839-7	- - -
6870: JAVELIN					
BASE	- - -	- - -	- - -	6879-5	- - -
SST	- - -	- - -	- - -	6879-7	- - -
6880: AMBASSADOR					
BASE	- - -	6885-2	- - -	6889-2	- - -
DPL	- - -	6885-5	6888-5*	6889-5	- - -
SST (V-8 only)	- - -	6885-7	- - -	6889-7	- - -

All Rambler American Models have 6-Passenger room.

All Javelin Models have 4-Passenger room. AMX Sports Coupe has 2-Passenger room.

All Rebel & Ambassador Models have 6-Passenger room except:

8-Pass. for Rebel 770 & Ambassador DPL 3-Seat Wagon Option.

5-Pass. for Rebel SST & Ambassador SST with Optional Bucket Seats & Console.

Reclining Bucket Seats with Fold-Down Armrest & Center Cushion (or Console) optional on Rebel SST Hardtop & Convertible & on Ambassador SST Hardtop.

Reclining Buckets Standard on Javelin SST & AMX (Console Opt.) Bucket Seats Standard on Javelin.

Individually-Adjustable Reclining Seats Standard on Rebel SST & Ambassador SST Models (optional on all other models, N.A. on Javelin & AMX).

\* Lower-Hinged or Side-Hinged Tailgate are no-cost options on all 2-seat Rebel & Ambassador "Cross Country" Wagons (Electric Window, extra cost).

Side-Hinged Tailgate & Electric Window are included as part of the 3rd.-seat extra-cost option on Rebel 770 & Ambassador DPL "Cross Country" Wagons.



# AMA Specifications—Passenger Car

MAKE OF CAR AMERICAN MOTORS MODEL YEAR 1968 DATE ISSUED 9-26-67 REVISED (\*)-2-68

## CAR AND BODY DIMENSIONS

See Pages 25, 26 for SAE Dimension Definitions

(All dimensions in inches unless otherwise indicated)

All dimensions to ground are for comparative purposes only and are shown with vehicle load of two passengers in front and three in rear, except where otherwise noted.

(\*)

MODEL	SAE Ref. No.	RAMBLER AMERICAN 6801	REBEL 6810	AMBASSADOR 6880	JAVELIN 6870	AMX 6830		
WIDTH		6	V-8	6	V-8	V-8		
Track - Front	W101	56.00	56.40	58.20	58.58	57.92	58.36	58.36
Track - Rear	W102	55.00	55.27	58.50	58.50	57.00	57.00	57.00
Maximum overall car width	W103	70.84	77.24	77.24	71.89	71.57		
Body width at No. 2 pillar	W117	67.50	75.46	75.46	69.71	69.71		
LENGTH								
Body "O" to front of dash	L 30	1.50	1.50	1.50	1.50	1.50		
Wheelbase	L101	106.00	114.00	118.00	109.00	97.00		
Overall car length	L103	181.00	197.00(198Wag)	202.50(203Wag)	189.22	177.22		
Overhang - front	L104	31.70	31.90	32.90	39.70	39.70		
Overhang - rear	L105	43.30	51.10(52.1Wag)	51.60(52.1Wag)	40.52	40.52		
Body upper structure length	L123	97.81(130.48Wag)	104.70(143.16Wag)	103.74(143.16Wag)	102.03	90.03		
Body "O" line to $\mathcal{C}$ of rear wheel	L127	95.00	100.00	100.00	95.00	83.00		
Body "O" line to w/s cowl point	L130	6.72	7.50	7.26	7.59	7.59		
HEIGHT	Sedan	H101	54.24	54.61	54.69	- - -	- - -	
	Hardtop/Conv.	H101	53.36	53.49/54.79	53.57	51.81	51.73	
Overall height Wagon	H101	55.24	55.06	55.41	- - -	- - -		
Cowl height	H114	36.38	37.55	37.53	36.65	36.54		
Deck height	H138	- - -	- - -	- - -	- - -	- - -		
Rocker panel - front	To ground	H112	8.00	8.04	8.04	8.66	8.58	
	From front wheel $\mathcal{C}$		- - -	- - -	- - -	- - -	- - -	
Rocker panel - rear	To ground	H111	8.11	6.47	6.43	8.22	8.58	
	From rear wheel $\mathcal{C}$		- - -	- - -	- - -	- - -	- - -	
Windshield slope angle	H122	48°19'	51°20'	51°20'	59°07'	59°07'		
GROUND CLEARANCE								
Bumper to ground - front	H102	13.34	12.39	12.55	13.27	12.79		
Bumper to ground - rear	H104	12.16	9.93	9.66	16.00	16.73		
Angle of approach	H106	27°23'	27°18'	26°28'	24°45'	23°05'		
Angle of departure	H107	17°26'	12°38'	11°55'	23°48'	25°		
Ramp breakover angle	H147	17°7'	14°14'	13°55'	16°55'	19°24'		
Min. running clearance (Specify)	H156	5.95(011 Pan)	5.92(011 Pan)	6.00(011 Pan)	5.51(Exhaust)	5.29 (Exh.)		

See Page 26A, 26B and 26C for complete dimensions on all body styles.

# AMA Specifications—Passenger Car

MAKE OF CAR AMERICAN MOTORS MODEL YEAR 1968 DATE ISSUED 9-26-67 REVISED (1-2-68)

## CAR AND BODY DIMENSIONS

See Pages 25, 26 for SAE Dimension Definitions  
(All dimensions in inches unless otherwise indicated)

(●)

MODEL	SAE Ref. No.	RAMBLER AMERICAN			REBEL & AMBASSADOR			Rebel	JAVELIN	AMX
FRONT COMPARTMENT		2&4-Dr. Sedan	4-Door Wagon	2-Door Hardtop	4-Door Sedan	4-Door Wagon	2-Door Hardtop	2-Door Conv.	2-Door Hardtop	2-Door Hardtop
Effective head room	H61	39.00	39.30	38.20	39.80		38.70	39.35	37.50	37.20
Max. eff. leg room - accelerator	L34		42.00			42.60			43.30	43.30
H Point to Heel point	H30		9.64			9.64			7.78	7.78
H Point travel	L17		4.93			4.93			4.93	4.93
Shoulder room	W 3		54.84			60.00			55.00	55.00
Hip room	W 5		57.40			60.30			57.60	57.60
Upper body opening to ground	H50	49.13	50.02	48.62	49.05	50.10	49.60	49.70	47.43	47.50
REAR COMPARTMENT			53.10			56.00			52.90	52.90
H Point couple distance	L50		31.08		34.55		31.47		27.75	- - -
Effective head room	H63	36.60	37.00	36.50	37.75	38.60	36.50	37.65	36.00	- - -
Min. effective leg room	L51	35.00	35.50	35.00	38.60		35.50		31.50	- - -
H Point to Heel point	H31		11.04		10.82		10.10		10.25	- - -
Min. knee room	L48		2.86		6.26		3.80		1.25	- - -
Rear Compartment room	L 3	24.82		24.76	29.60		26.26		24.20	- - -
Shoulder room	W 4	54.82		54.20	60.00		59.00		53.20	- - -
Hip room	W 6	57.12		56.38	60.40		59.50	51.24	56.38	- - -
Upper body opening to ground	H51	48.72	49.68	- - -	48.31	49.59	- - -	- - -	- - -	- - -
LUGGAGE COMPARTMENT			54.12	53.13	56.10	56.50	51.24	56.38	- - -	- - -
Not Wagons										
Usable luggage capacity	V 1	12.00	- - -	12.00	18.20	- - -	18.20	15.80	10.20	9.60
Liftover height	H195	28.11	- - -	28.09	23.62	- - -	23.70		28.11	28.84
Position of spare tire storage		Flat, Right, Rear			Tilted, Center, Front (1)			(2)	(3)	
Method of holding lid open		Counterbalanced Torsion Bar			Flat Wound Spring					
STATION WAGON - THIRD SEAT										
Shoulder Room	W85	- - -			59.25				- - -	- - -
Hip room	W86	- - -			38.12				- - -	- - -
Effective leg room	L86	- - -			30.75				- - -	- - -
Effective head room	H86	- - -			36.00				- - -	- - -
Seat facing direction		- - -			REAR				- - -	- - -
STATION WAGON - CARGO SPACE										
Cargo length at floor - front seat	L202		76.78		92.63				- - -	- - -
Cargo length at belt - front seat	L204		70.00		82.73				- - -	- - -
Cargo width - wheelbase	W201		41.80		45.08				- - -	- - -
Opening width at belt	W204		50.00		52.24				- - -	- - -
Maximum cargo height	H201		29.69		31.72				- - -	- - -
Rear opening height	H202		26.20		27.84				- - -	- - -
Cargo volume index (cu. ft.) W4 x L204 x H201 1728	V2		66.00		91.12				- - -	- - -

(1) Rebel Convertible: Flat, Right, Rear.

(2) Javelin: Tilted, Right, Front.

(3) AMX: Flat, Right, Rear ("Space-Saver" Spare)

See Page 26A, 26B and 26C for complete dimensions on all body styles.

# AMA Specifications—Passenger Car

MAKE OF CAR American Motors MODEL YEAR 1968 DATE ISSUED 9-26-67 REVISED (•)1-2-68

## POWER TEAMS

(Indicate whether standard or optional)

ENGINE				
Displ. cu. in.	Carburetor	Compr. Ratio	BHP RPM	Torque RPM
199 Six	1-Barrel (Regular Fuel)	8.5	128@ 4400	182@ 1600
232 Six	1-Barrel (Regular Fuel)	8.5	145@ 4300	215@ 1600
232 Six	2-Barrel (Regular Fuel)	8.5	155@ 4400	222@ 1600
290 V-8	2-Barrel (Regular Fuel)	9.0	200@ 4600	285@ 2800
290 V-8	4-Barrel (Premium Fuel)	10.0	225@ 4700	300@ 3200
343 V-8	2-Barrel (Regular Fuel)	9.0	235@ 4400	345@ 2600
343 V-8	4-Barrel (Premium Fuel)	10.2	280@ 4800	365@ 3000
(•) 390 V-8	4-Barrel (Premium Fuel)	10.2	315@ 4600	425@ 3200

Optional Axle Ratios listed are available at no extra cost (less or with "Twin-Grip" &/or A.C.).

For Javelin & AMX: with optional 343 or 390 "Performance Group" & Shift-Command; 3.15 Std., 2.87 Opt.

Dealer Kit Extra-Cost Ratios:

3.73, 3.91, 4.10 & 4.44 for 4-Speed.

	Engine Transmission Axle Ratio Combinations	3-Speed Manual Column Shift	Over- drive Column Shift	Shift- Command Column Shift	Shift- Command Console Shift	4-Speed Manual Floor Shift
RAMBLER AMERICAN	199, 1-Bbl., Std. Sedans Less AC	3.08 Std. 3.31 Opt.	3.31 Std. 3.08 Opt.	2.73 Std. 3.08 Opt. 3.31 Opt.	N.A.	
	199, 1-Bbl., Std. Wagons (plus Sedans W/AC)			3.08 Std. 2.73 Opt. 3.31 Opt.		
	232, 1-Bbl., Opt. Sedans & Wagons		N.A.	2.37 Std. 2.73 Opt. 3.08 Opt.		
	232, 1-Bbl., Std. Hardtop			3.15 Std. 2.87 Opt.		
	290, 2-Bbl., Std.	3.15	3.15 Std. 2.87 Opt.	N.A.	3.54 Std. 3.15 Opt.	
	290, 4-Bbl., Opt.	N.A.	N.A.			
REBEL & AMBASSADOR	232, 1-Bbl., Std.	3.15	3.54	3.15	N.A.	
	232, 2-Bbl., Opt.		N.A.			
	290, 2-Bbl., Std.	3.15 Std. 3.54 Opt.	3.54	3.15 Std. 2.87 Opt.		3.54 Std. 3.15 Opt.
	343, 2-Bbl., Opt.	N.A.			2.87 Std. 3.15 Opt.	N.A.
	343, 4-Bbl., Opt.					3.15 Std.
	390, 4-Bbl., Opt.					3.54 Opt.
JAVELIN	232, 1-Bbl., Std.	3.08 Std. 3.31 Opt.	N.A.	3.08 Std. 2.73 Opt. 3.31 Opt.	N.A.	
	290, 2-Bbl., Std.	3.15		3.15 Std. 2.87 Opt.		
	290, 4-Bbl., Opt.	N.A.		N.A.		3.54 Std. 3.15 Opt.
	343, 4-Bbl., Opt.			2.87 Std. 3.15 Opt.	2.87 Std.	3.15 Std.
	390, 4-Bbl., Opt.		N.A.	3.15 Opt.	3.54 Opt.	
	AMX	290, 4-Bbl., Std.	N.A.			3.15 Std. 2.87 Opt.
343, 4-Bbl., Opt.		2.87 Std.				3.15 Std.
390, 4-Bbl., Opt.		3.15 Opt.				3.54 Opt.



# AMA Specifications—Passenger Car

MAKE OF CAR		AMERICAN MOTORS		MODEL YEAR	1968	DATE ISSUED	9-26-67	REVISED <sup>(*)</sup>	1-2-68
Availability		199 CID SIX		232 CID SIX		290 CID V-8		343 CID V-8	
MODEL On Page 3		1-B. Carb.		1 & 2-B. Carb.		2 & 4-B. Carb.		2 & 4-B. Carb.	
ENGINE—GENERAL									
Type, no. cyls., valve arr.		In-Line 6 OHV		90° V-8 OHV					
Bore and stroke (nominal)		3.75 x 3.00		3.75 x 3.50		3.75 x 3.28		4.08 x 3.28	
Piston displacement, cu. in.		199		232		290		343	
Bore spacing (C to C)		4.38		4.75					
No. system (front to rear)	L. Bank	1-2-3-4-5-6		1-3-5-7					
	R. Bank	- -		2-4-6-8					
Firing order		1-5-3-6-2-4		1-8-4-3-6-5-7-2		9.0(10.0 4-B.)		9.0(10.2 4-B.)	
Compres. ratio (nominal)		8.5						10.2	
Cylinder Head Material				Cast Iron					
Cylinder Block Material				Cast Iron					
Cyl. Sleeve-Wet, dry, none				None					
Number of mtg. points	Front			Two					
	Rear			One					
Engine installation angle				Vertical					
Taxable Dia <sup>2</sup> xNo. Cyl. horsepower 2.5		33.75		45.00		53.27		55.51	
Publishing max. bhp* @ eng. RPM		128 @4400		1-B., 145 @4300 2-B., 155 @4400		2-B., 200 @4600 4-B., 225 @4700		2-B., 235 @4400 4-B., 280 @4800	
Publishing max. torque * (lb. ft. @ RPM)		182 @1600		1-B., 215 @1600 2-B., 222 @1600		2-B., 285 @2800 4-B., 300 @3200		2-B., 345 @2600 4-B., 365 @3000	
Recommended fuel regular - premium		Regular				2-B., Regular 4-B., Premium		Premium	
ENGINE—PISTONS									
Material		Aluminum Alloy with Steel Insert							
Description and finish		"Conformatic" Concave-Top, Solid Skirt Tin Plate, Steel-Ring Insert		"Conformatic" Flat-Top, w/Valve Pockets+Relief, Solid Skirt Tin Plate, Steel-Ring Insert (1)					
Weight (piston only) oz.		18.30		17.53		18.80		21.27	
Clearance (limits)	Top land	.0280 - .0320		.0280 - .0320					
	Skirt Top	.0009 - .0025		.0009 - .0025					
	Bottom	.0009 - .0015		.0009 - .0015					
Ring groove depth	No. 1 ring	.1930 - .1970		.1930 - .1970					
	No. 2 ring	.1930 - .1970		.1930 - .1970					
	No. 3 ring	.1923 - .1943				.1900 - .1905			
	No. 4 ring			None					

\* Max. bhp (brake horsepower) and max. torque corrected to 60° F and 29.92 in. Hg atmospheric pressure.

- (1) For 4-B. 290 CID, 2-&4-B. 343 CID, & 4-B. 390 CID:  
 "Autothermic," Flat-Top with Valve Pockets,  
 Slipper Skirt, Tin Plate, Steel-Strut Inserts.

# AMA Specifications—Passenger Car

MAKE OF CAR AMERICAN MOTORS MODEL YEAR 1968 DATE ISSUED 9-26-67 REVISED (e) 1-2-68

MODEL	Availability On Page 3	199 & 232 CID SIXES	290, 343 & 390 CID V-8's (e)
-------	---------------------------	------------------------	---------------------------------

## ENGINE – RINGS

Function (top to bottom)	No. 1, oil or comp.	Compression
	No. 2, oil or comp.	Compression
	No. 3, oil or comp.	Oil
	No. 4, oil or comp.	None
Compression	Description - #1	Alloy Iron, Parco Lubrite, Molybdenum-Filled Face
	material, coating, etc. #2	Alloy Iron, Parco Lubrite or Granoseal
	Width	#1 .0775-.0780, #2 .0770-.0780
	Gap	.010 - .020
Oil	Description -	Three Piece, Steel Rail Type
	material, coating, etc.	Rail Faces Chrome Plated
	Width	.0245 Each Rail
	Gap	.015 - .055
Expanders		Combination Expander - Spacer Located Between Oil Ring Rails.

## ENGINE – PISTON PINS

Material		SAE #1016 Steel
Length		3.187 290 & 343; 3.187 (390; 2.94)
Diameter		.93 290 & 343; .93 (390; 1.00)
Type	Locked in rod, in piston, floating, etc.	Locked-In-Rod (Press Fit)
	Bush- ing	None
	In rod or piston Material	None
Clearance	In piston	.003 - .005
	In rod	Press Fit (Locked)
Direction & amount offset in piston		.0625 Toward Major Thrust Side

## ENGINE – CONNECTING RODS

Material		Cast Malleable Iron, Pearlitic	290&343; Cast Malleable Iron, Pearlitic(1) 390; SAE 1042 Mod. Forged Steel
Weight (oz.)		199; 23.31 (232; 24.65)	290 & 343; 24.16 (390; 26.03)
Length (center to center)		199; 6.125 (232; 5.875)	290 & 343; 5.875 (390; 5.790)
Steel-Backed, Alloy Lining		Clevite F-500 or Federaloy H-35LT	290&343; Clevite F-77 or Federaloy AT-20 or 390; Clevite F-77 or Federaloy H-24 H-24
Bearing	Material & Type Removable		
	Overall length	.860	290 & 343; .860 (390; .800)
	Clearance (limits)	.001 - .0015	.001 - .002
	End play	.008 - .010	.009 - .015 (Two Rods)

(1) Special Service Rods for 290 & 343; SAE 4340 Forged Steel

# AMA Specifications—Passenger Car

MAKE OF CAR AMERICAN MOTORS MODEL YEAR 1968 DATE ISSUED 9-26-67 REVISED (•) 1-2-68

Availability MODEL On Page 3	199 & 232 CID SIXES	290, 343 & 390 CID V-8's (•)
---------------------------------	------------------------	---------------------------------

## ENGINE – CRANKSHAFT

Material Cast Malleable Iron, Pearlitic, or Nodular Iron (SAE 1046 Forged Steel in 390 V-8) (1)

Vibration damper type

Rubber & Friction

End thrust taken by bearing (No.)

#3

#1

Crankshaft end play

.004 - .008

.003 - .008

Steel-Backed, Alloy Lining  
Material & type  
Removable

SAE-15 Micro-Babbitt

290&343; Clevite F-500 or Federaloy H-35LT  
390; Clevite F-77 or Federaloy H-24

Clearance

.001 - .002

Main  
bearing

Journal  
dia. and  
bearing  
overall  
length

No. 1  
No. 2  
No. 3  
No. 4  
No. 5  
No. 6  
No. 7

2.4988 - 2.4995 x .981  
2.4988 - 2.4995 x .981  
2.4988 - 2.4995 x 1.2685  
2.4988 - 2.4995 x .981  
2.4988 - 2.4995 x .981  
2.4988 - 2.4995 x .981  
2.4988 - 2.4995 x .981

2.7464 - 2.7479 x .941 (x .9385 in 390V-8)  
2.7464 - 2.7479 x .941 (x .9385 in 390V-8)  
2.7464 - 2.7479 x 1.2685  
2.7464 - 2.7479 x .941 (x .9385 in 390V-8)  
2.7464 - 2.7479 x .941 (x .9385 in 390V-8)  
- -  
- -

Dir. & amt. cyl. offset

None

Crankpin journal diameter

2.0948 - 2.0955

2.0934 - 2.0955 (2.2471 - 2.2492 in 390V-8)

## ENGINE – CAMSHAFT

Location

Right Side

Center Between Cylinder Banks

Material

Special Cast-Iron Alloy

Bearings

Material  
Number

Steel-Backed, Micro-Babbitt Alloy, SAE-15

Four

Five

Type of  
Drive

Gear or chain  
Crankshaft gear or  
sprocket material  
Camshaft gear or  
sprocket material

Chain

Sintered Iron

SAE 1117 Steel  
(Sintered Iron, Opt.)

Die-Cast Aluminum with Molded Nylon Teeth

Timing  
chain  
No. of links  
Width  
Pitch

48  
.69  
.50

62  
.875  
.375

## ENGINE – VALVE SYSTEM

Hydraulic lifters (Std., opt., NA)

Yes

Valve rotator, type  
(intake, exhaust)

Yes, Free Valve Type

Rocker ratio

1.5

1.6

Operating  
tappet  
clearance  
(indicate hot  
or cold)

Intake

Zero Lash

Exhaust

Zero Lash

(Continued)

(1) Special Service Crankshaft for 290 & 343; SAE 1046 Forged Steel.



# AMA Specifications—Passenger Car

MAKE OF CAR AMERICAN MOTORS MODEL YEAR 1968 DATE ISSUED 9-26-67 REVISED (•) 1-2-68

Availability  
MODEL On Page 3

199 & 232 CID  
SIXES

290, 343 & 390 CID  
V-8's (•)

## ENGINE – VALVE SYSTEM (cont.)

Timing (based on top of ramp points)	Intake	Opens (°BTC)	12° - 30'	18°30'	46°	
		Closes (°ABC)	51° - 30'	67°30'	76°	
		Duration - deg.	244°	266°	302°	
	Exhaust	Opens (°BBC)	53° - 30'	60°30'	70°	
		Closes (°ATC)	10° - 30'	25°30'	52°	
		Duration - deg.	244°	266°	302°	
	Valve opening overlap		23°	44°	98°	
Intake	Material		Silichrome #1 or XB			
	Overall length		4.899			
	Actual overall head dia.		1.787	290; 1.787 (343 & 390; 2.025)		
	Angle of seat & face		Head 30°, Valve 29°			
	Seat insert material		None			
	Stem diameter		.3715 - .3725			
	Stem to guide clearance		.0010 - .0030			
	Lift (@ zero lash)		.381	.425	.477	
	Outer spring press. & length	Valve closed (lb.@ in.)	95 to 105 @1.812	85 to 93@1.812	95 to 103@1.812	
		Valve open (lb.@ in.)	188 to 202 @1.437	189 to 203@1.402	240 to 260@1.329	
	Inner spring press. & length	Valve closed (lb.@ in.)	None		- - -	
		Valve open (lb.@ in.)	None		TOTAL 265 to 285@1.329	
	Exhaust	Material		SAE 21-4N		
		Overall length		4.892	4.907	
		Actual overall head dia.		1.406	290; 1.406 (343 & 390; 1.625)	
Angle of seat & face		Head 45°, Valve 44°				
Seat insert material		None				
Stem diameter		.3718 - .3725	.3715 - .3725			
Stem to guide clearance		.0010 - .0027	.0010 - .0030			
Lift (@ zero lash)		.381	.425	.477		
Outer spring press. & length		Valve closed (lb.@ in.)	95 to 105 @1.812	85 to 93@1.812	95 to 103@1.812	
		Valve open (lb.@ in.)	188 to 202 @1.437	189 to 203@1.402	240 to 260@1.329	
Inner spring press. & length		Valve closed (lb.@ in.)	None		- - -	
		Valve open (lb.@ in.)	None		TOTAL 265 to 285@1.329	

## ENGINE – LUBRICATION SYSTEM

Type of lubrication (splash, pressure, nozzle)	Main bearings	Pressure
	Connecting rods	Pressure
	Piston pins	Splash
	Camshaft bearings	Pressure
	Tappets	Pressure
	Timing gear or chain	Pressure Jet
	Cylinder walls	Oil Groove in Mating Surface Between Conn. Rod and Cap

(Continued)

# AMA Specifications—Passenger Car

MAKE OF CAR AMERICAN MOTORS MODEL YEAR 1968 DATE ISSUED 9-26-67 REVISED <sup>(\*)</sup> 1-2-68

Availability  
MODEL On Page 3

199 & 232 CID  
SIXES

290, 343 & 390 CID  
V-8's (•)

## ENGINE – LUBRICATION SYSTEM (cont.)

Oil pump type	Gear
Normal oil pressure (lb. engine rpm)	13#/min.@600rpm, 24min.@1100, 46min.@2050&over(75#max.@all rpm)
Oil press. sending unit (elect. or mech.)	Electric
Type oil intake (floating, stationary)	Stationary
Oil filter system (full flow, part., other)	Full-Flow, Standard
Filter replacement (element, complete)	Complete
Capacity of c/case, less filter-refill (qt.)	4 (5 with Filter)
Oil grade recommended (SAE viscosity and temperature range)	Above + 32° F. . .SAE 20W-20 (or SAE 10W-30) Above 0° F. . .SAE 10W (or SAE 10W-30) Below 0° F. . .SAE 5W (or SAE 5W-20)

Engine Service Reqmt. (MM, MS, etc.)

MS (Certified Sequence Tested)

## ENGINE – EXHAUST SYSTEM

	AMERICAN		REBEL & AMB.		JAVELIN	JAV. & AMX
	6	V-8	6	V-8	6	V-8
Type (single, single with cross-over, dual, other)	Single	Single w/ Cross Over	Single	S. w/C.O. or Dual	Single	S. w/C.O. or Dual
Muffler No. & type (reverse flow, straight thru, separate resonator)	One, Reverse Flow		One, Re- verse Flow	One, RevFlo or Two	One, Re- verse Flow	One, RevFlo or Two
Exhaust pipe dia. (O.D., wall thick.)	2.00x.083 Front	1.88x.083	1.88x.083	1.88x.083	1.88x.083	1.88x.083
	2.00x.083 Rear	2.00x.059	1.88x.046	2.00x.059	1.88x.046	2.00x.083
Tail pipe dia. (O.D. & wall thickness)	1.62x.046	2.00x.046	1.75x.059	2.00x.059	1.75x.074	2.00x.074

(1)

(2)

(3)

## ENGINE – CRANKCASE VENTILATION SYSTEM

Type (ventilates to atmos., induction system, other)	Standard	Closed Induction System
	Optional	None
Make and model	Chicago Screw Co. & Novo Ind. Corp.	
Location	In-Line Between Intake Manifold & Crankcase	
Control Unit	Energy source (manifold vacuum, carburetor air stream, other)	Manifold Vacuum
	Control method (variable orifice, fixed orifice, other)	Variable Orifice
Complete system	Discharges (to intake manifold, carb. air intake, air cleaner intake, other)	Intake Manifold (Carb. Base or Carb. Spacer Plate)
	Air inlet (breather cap, carburetor air cleaner, other)	Carburetor Air Cleaner
	Flame arrestor (screen, check valve, other)	Check Valve function designed into PCV Valve.

(1) 1.75 x .042 Tailpipe for Rebel-6 Wagon

(2) Dual Exhausts Opt. With 343 V-8. { Exh. Front.....2.00 x .083  
Dual Exhausts Std. With 390 V-8. { Exh. Rear.....2.00 x .059  
(Dual Exhausts N.A. on Wagons) { Tailpipe.....2.00 x .059

(3) Javelin; Dual Exhausts Opt. With 290 4-B V-8 & 343 V-8.  
Javelin; Dual Exhausts Std. With 390 V-8.  
AMX; Dual Exhausts Std. With all V-8's.

{ Exh. Front.....2.00 x .083  
{ Exh. Rear.....2.00 x .059  
{ Tailpipe.....2.00 x .074

# AMA Specifications—Passenger Car

MAKE OF CAR AMERICAN MOTORS MODEL YEAR 1968 DATE ISSUED 9-26-67 REVISED (\*)

MODEL		Availability On Page 3	ALL 6's. V-8's W/AUTO. TRANS.	V-8's EQUIPPED WITH MANUAL TRANSMISSION	
<b>ENGINE - EXHAUST EMISSION CONTROL</b>					
Type (Air injection, engine modifications, other)		Engine-Mod			
		Air Injection (Air-Guard System)			
Air Injection Pump	Type	- - -	Eccentric Vane (Saginaw Steering Gear)		
	Displacement	- - -	19.3 cu.in./rev.		
	Drive ratio	- - -	1.25:1		
	Drive type	- - -	Belt		
	Relief valve (type)	- - -	Integral		
	Filter (describe)	- - -	Centrifugal Separator (non-replaceable)		
Air Injection System	Air distribution (head, manifold, etc.)	- - -	Separate Header Manifold		
	Point of entry	- - -	Thru Exhaust Port		
	Injection tube I.D.	- - -	.285		
	Check valve type	- - -	Spring-Loaded Steel Plunger w/Asbestos seat		
	Backfire protection (type)	- - -	Diverter Type (Holley or Rochester)		
Carburetor	Make		See Page 10		
	Model				
	Barrel size				
	Idle speed	Drive			
		Neutral			
	Idle A/F mixture		See Page 13		
Aux. Adv. Systems (type)					
Distributor	Make		See Page 13		
	Model				
	Cent'gal adv. in crank degrees @ eng. rpm	Start (rpm)			
		Intermed. points deg. @ rpm			
		Max. deg. @ rpm			
	Vacuum adv. in crank degrees @ eng. rpm	Start (in Hg)			
		Intermed. points deg. @ in. Hg			
	Max. deg. @ in.				
Vacuum Source		Manifold Vacuum (Ported Above Throttle Plate)			
Timing - Crank degrees @ rpm		See Page 13			
Cooling System (describe changes)		None			
Exhaust System (describe changes)		None			



# AMA Specifications—Passenger Car

MAKE OF CAR AMERICAN MOTORS MODEL YEAR 1968 DATE ISSUED 9-26-67 REVISED (\*)1-2-68

Availability  
MODEL On Page 3

199 & 232 CID  
SIZES

290, 343 & 390 CID  
V-8's (\*)

## ENGINE - FUEL SYSTEM

(See supplemental page for Details of Fuel Injection, Supercharger, etc. if used)

Induction type: Carburetor, fuel injection, supercharger.			Carburetor (Downdraft)	
Fuel Tank	Refill capacity (U.S. gals.)		American 16; Jav/AMX 19; Rebel & Amb. 21.5 (3 seat wagon 19)	
	Filler location		(1)	
Fuel Pump	Type (elec. or mech.)		Mechanical	
	Locations		Right Side, Front	
	Pressure range		4 to 5.5 P.S.I.	
Vacuum booster (std., optional, none)			Standard (less booster with opt. electric wipers)	
Fuel Filter	Type		A. Saran Plastic Spool. B. 15 Micron Paper Element	
	Locations		A. Gas Tank Pick-Up Tube B. Fuel Pump (or Carb.), Inlet Side	
Carburetor	Choke type		Automatic	
	Intake manifold heat control (exhaust or water)		199 & 232...Exhaust 232 ROGUE...Water	Exhaust
	Air cleaner type	Standard	Cellulose Fiber Element	
		Optional	None	
	Idle speed (spec. neutral or drive)	Manual	600 RPM	650 RPM
		Automatic	525 RPM	550 RPM
	Idle A/F mix.		Not Specified	

## CARBURETOR SUPPLEMENTARY INFORMATION

Model Usage	Engine Displ.	Transmission	Carburetors		No. Used and Type	Barrel Size
			Make	Model		
199 CID 128 HP OHV-6	199	Manual Automatic	Holley 1931	3966A	1,1-BBL.	1.56
			Holley 1931	3967A	1,1-BBL.	1.56
232 CID 145 HP OHV-6	232	Manual Automatic Auto (Rogue)	Holley 1931	3968A	1,1-BBL.	1.68
			Carter RBS	4470S	1,1-BBL.	1.56
			Holley 1931	4102A	1,1-BBL.	1.68
232 CID 155 HP OHV-6	232	Manual Automatic	Carter WCD	4410S	1,2-BBL.	1.44
			Carter WCD	4537S	1,2-BBL.	1.44
290 CID 200 HP V-8	290	Manual Automatic	American Motors	8HM2	1,2-BBL.	1.56
			American Motors	8HA2	1,2-BBL.	1.56
290 CID 225 HP V-8	290	Manual Automatic	Carter AFB	4467S or 4622S	1,4-BBL.	1.44 pri.
			Carter AFB	4585S	1,4-BBL.	1.69 sec.
343 CID 235 HP V-8	343	Automatic	American Motors	8ZA2	1,2-BBL.	1.56
343 CID 280 HP V-8	343	Manual Automatic	Carter AFB	4469S or 4624S	1,4-BBL.	1.44 pri.
			Carter AFB	4468S or 4623S	1,4-BBL.	1.69 sec.
390 CID 315 HP V-8	390	Manual Automatic	Carter AFB	4583S	1,4-BBL.	1.44 pri.
			Carter AFB	4584S	1,4-BBL.	1.69 sec.

(1) American: Center rear panel (right rear fender for wagons).  
Rebel & Ambassador: Left rear fender.  
Javelin & AMX: Center rear bumper.

# AMA Specifications—Passenger Car

MAKE OF CAR AMERICAN MOTORS MODEL YEAR 1968 DATE ISSUED 9-26-67 REVISED (1-2-68)

Availability  
MODEL On Page 1 & 4 199 & 232 CID SIXES 290, 343 & 390 CID V-8's (●)

## ENGINE—COOLING SYSTEM

Type system (pressure, pressure vented, atmospheric, other)			Pressure		
Radiator cap relief valve pressure			14 P.S.I.		
Circulation thermostat	Type (choke, bypass)		Choke		
	Starts to open at (°F)		192° to 198° (1)	192° to 198°	
Water pump	Type (centrifugal, other)		Centrifugal		
	GPM @ 1000 pump rpm		55 GPM @4400 RPM		
	Number of pumps		One		
	Drive (V-belt, other)		V-Belt		
	Bearing type		Double Row Ball		
By-pass recirculation type (inter., ext.)			Internal	External	
Radiator core type (cellular, tube and fin, other)			Tube & Fin		
Cooling system capacity	With heater (qt.)		10.5	290;14 (343 & 390;13)	
	Without heater (qt.)		9.5	290;13 (343 & 390;12)	
	Opt. equipment-specify (qt.)		Same		
Water jackets full length of cyl. (yes, no)			Yes		
Water all around cylinder (yes, no)			Yes		
Radiator hose	Lower	Number and type (molded, straight)	One, Molded, Curved		
		Inside diameter	1.50 Body & Rad. End 1.78 Water Pump End	1.50 Body & Rad. End 1.70 Water Pump End	
	Upper	Number and type (molded, straight)	One, Molded, Curved		
		Inside diameter	1.50 Body & Rad. End 1.75 Thermostat End	1.50 Both Ends	
	By-pass	Number and type (molded, straight)	None	One, Molded, Curved	
		Inside diameter	- - -	.75	
	Fan	Number of blades & spacing		4 Std. (7 AC & HD)	6 Std. (7 AC & HD)
		Diameter		15.62 (18 AC & HD)	17 (18 AC & HD)
Ratio-fan to crankshaft rev.		1.20:1	1.06:1		
Fan cutout type		Power-Flex Fan (Std. with AC, Opt. HD)			
Bearing type		Ball (All Engines)			
*Drive belts (indicate belt used by letter)	Fan		A	F	
	<del>Power-Steering</del> alternator		A	F	
	Water Pump		A	F	
	Power Steering		B	G	
	Air Conditioning with PS		C & D	F & H	
	" " less PS		D & E	F & I	

* Drive Belt Dimensions	A	B	C	D	E	F	G	H	I	J	K
Angle of V	38°	38°	38°	38°	38°	38°	38°	38°	38°		
Nominal length (SAE)	36.00	45.28	45.50	35.75	43.75	43.00	50.50	62.50	61.45		
Width	3/8	17/32	1/2	1/2	1/2	3/8	1/2	1/2	1/2		

(1) For American Rogue with "232" Six: 202° to 209°

# AMA Specifications—Passenger Car

MAKE OF CAR AMERICAN MOTORS MODEL YEAR 1968 DATE ISSUED 9-26-67 REVISED (•) 1-2-68

Availability  
MODEL On Page 1 & 4

199 & 232 CID SIXES  
& 290 CID V-8

343 & 390 CID V-8's (•)

## ELECTRICAL – SUPPLY SYSTEM

Battery	Make and Model		Globe-Union 2SM-50 (1) (2)	Globe-Union 2SM-60 (2)
	Voltage Rtg. & Total Plates		12 Volts, 54 Plates (1) (2)	12 Volts, 66 Plates (2)
	SAE Designation & Amp. Hr. Rtg.		2SM-50 A.H.@20 HRS. (1) (2)	2SM-60 A.H.@20 HRS. (2)
	Location		Engine Compartment, Forward	
	Terminal grounded		Negative	
Generator or Alternator	Make		Motorola (or Prestolite)	
	Model		35 Amp;A12NAM453 (3)	35 Amp;A12NAM455 (4)
	Type and rating		Alternator with Silicon Diodes & Isolation Diode (35&40 Amp.)	
	Output at engine idle (neutral)		N.A.	
	Ratio-Gen. to Cr/s rev.		2.41:1	
Regulator	Make		Motorola (or Prestolite)	
	Model		R2AM1 (VSC-6234L, Prestolite)	
	Type		Voltage	
	Cutout relay	Closing voltage generator rpm	N.A.	
		Reverse current to open	N.A.	
	Regu- lated	Voltage	15	
		Current	35 AMPS (40 Opt., Std. with A.C.)	
	Voltage test conditions	Temperature	Hot	
		Load	10 AMPS.	
Other		- - -		

## ELECTRICAL – STARTING SYSTEM

			199 CID	232 CID	290 & 343 CID V-8's
Starting Motor	Make		Delco-Remy (5)		FOMOCO
	Model		1107349	1108325 (5)	C7FF-11001-B
	Rotation (drive end view)		Clockwise		
Motor control	Switch (solenoid, manual)		Solenoid		
	Starting procedure		Turn ignition key to extreme clockwise position. Automatic transmission lever must be in neutral or park position.		
Motor Drive	Engagement type		Solenoid Actuated		
	Pinion meshes (front, rear)		Front		
	Number of teeth	Pinion	9		
		Flywheel			
		Manual	153		164
		Auto.	153		164
	Flywheel tooth face width		Manual	.43	
			Auto.	.38	

- (1) With Air Cond.: Globe-Union 2SM-60, 12 V, 66 Plates, 60 A.H. @20 Hrs.
- (2) Opt. Heavy Duty: Globe-Union 2SH-70, 12 V, 66 Plates, 70 A.H. @20 Hrs.  
All Batteries are identified: "American Motors Powr-Guard 24"
- (3) Opt. 40 Amp. (Std. with AC)...A12NAM552
- (4) Opt. 40 Amp. (Std. with AC)...A12NAM553
- (5) or Prestolite...MDY6113



# AMA Specifications—Passenger Car

MAKE OF CAR AMERICAN MOTORS MODEL YEAR 1968 DATE ISSUED 9-26-67 REVISED (•) 1-2-68

Availability  
MODEL On Page 3 199&232 CID  
SIXES 290, 343 & 390 CID  
V-8's (•)

## ELECTRICAL – IGNITION SYSTEM

Type	Conventional – Std., Opt., N.A.		Standard								
	Transistorized – Std., Opt., N.A.		N.A.								
	Other (specify)		- - -								
Coil	Make		Delco-Remy								
	Model		1115362		1115266						
	Amps	Engine stopped	3.5								
		Engine idling	1.6								
Distributor	Make		Delco-Remy		199&232 SIX	290 2-B.	290 4-B.	343 2-B.	343 4-B.	390 4-B.	
	Model				1110444	1111106	1111198	1111472	1111191	1111473	
	Cent'fgal adv. in c/shaft degrees @ engine rpm (nominal)	Start (rpm)			600-800	650-950	750	900	900	800	
		Intermediate points deg. @ rpm			16°-20°@2000	15°-19°@1850	15°-19°@1600	15°-19°@2000	15°-19°@2000	17°-21°@1600	
		Max. deg. @ rpm			24°-28°@4000	30°-34°@4400	28°-32°@3900	26°-30°@4400	26°-30°@4400	28°-32°@4400	
	Vacuum adv. in c/shaft degrees @ in. Hg. (nominal)	Start (in. Hg.)			5" to 7"	4" to 6"	4" to 6"	4" to 6"	8" to 10"	8" to 10"	
		Intermediate points, deg. @ in. Hg.			13°@11"	14°@12"	14°@12"	14°@12"	13°@14.3"	13°@14.3"	
		Max. deg. in. Hg.			22°@16.5"	24°@18.5"	24°@18.5"	24°@18.5"	24°@19.5"	24°@19.5"	
	Breaker gap (in.)				.016						
	Cam angle (deg.)				31 to 34		29 to 31				
	Breaker arm tension (oz.)				17 to 21						
	Timing	Crankshaft deg. @ rpm				TDC(±1°) (1)		TDC(±1°)			
Mark location				Vibration Damper							
Spark Plug	Make				Champion						
	Model				N-14Y		N-12Y				
	Thread (mm)				14						
	Tightening torque (lb. ft.)				30						
	Gap				.033 to .037						
Cable	Conductor type				Carbon Core Wire						
	Insulation type				Neoprene						
	Spark plug protector				Hypalon @Spark Plug.						
					Vinyl @Distributor						
ELECTRICAL – SUPPRESSION											
Hypalon @Spark Plug.											
Neoprene @Distributor											

## ELECTRICAL – SUPPRESSION

Vinyl @Distributor

Neoprene @Distributor

Locations & type Carbon Core Ignition Wires

(1) 5° BTDC (±1°) for Auto. Trans. "199" Six & Rogue "232" Six.

# AMA Specifications—Passenger Car

MAKE OF CAR AMERICAN MOTORS MODEL YEAR 1968 DATE ISSUED 9-26-67 REVISED (•) 1-2-68

Availability MODEL <u>On Page 3</u>	<u>199 &amp; 232 CID</u> <u>SIXES</u>	<u>290, 343 &amp; 390 CID</u> <u>V-8's (•)</u>
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## ELECTRICAL – INSTRUMENTS AND EQUIPMENT

Speed-ometer	Type	King-Seeley
	Trip odometer (yes,no)	No
Charge indicator – type		Warning Light
Temperature indicator – type		Electrical Gauge
Oil pressure indicator – type		Warning Light
Fuel indicator – type		Electrical Gauge
Other		Dual Hydraulic Brake System Warning Light Parking Brake Warning Light
Wind-shield wiper	Type – Standard	Variable-Speed Vacuum
	Type – Optional	Variable-Speed Electric
Wind-shield washer	Type – Standard	Foot Pump Operator
	Type – Optional	Electric Powered Pump (Panel Switch)
Horn	Type	Vibrator
	Number used	2(1 on American Base & Rebel 550, 2nd. Horn Dealer Accessory)
	Amp draw (each)	8.5

DRIVE UNITS – CLUTCH (Manual Transmission) 199 CID American 232 CID American & Javelin  
232 CID Rebel & Ambassador

6-CYL. ENGINES Make & type		Borg & Beck, Dry Type	
Type pressure plate springs		Coil	
Total spring load (lb.)		1176(1308 Heavy-Duty)	1627
No. of clutch driven discs		One	
Clutch facing	Material	AMCO 157-80 Front, US 5935 Rear	US 6384 Front, US 5935 Rear
	Outside & inside dia.	9.13 x 6.13	
	Total eff. area (sq.in.)	71.88	
	Thickness	.125	
	Engagement cushioning method	Crimped Flat Springs	
Release bearing	Type & method of lubrication	Ball, Pre-Lubricated	
Torsional damping	Methods: springs, friction material	Springs, Steel-on-Steel	

DRIVE UNITS – CLUTCH (Manual Transmission) <u>290 CID 3-Speed</u>		<u>290 CID 4-Speed (&amp; Opt. for 3-Speed)</u>	<u>343 CID 4-Speed</u> <u>390 CID 4-Speed</u>
V-8 ENGINES Make & type		Borg & Beck, Dry Type	Borg & Beck, Semi-Centrifugal, Dry Type
Type pressure plate springs		Coil	Coil & 3 Rollers
Total spring load (lb.)		1772	1710 343; 2014 (390; 2133)
No. of clutch driven discs		One	
Clutch facing	Material	AMCO 3271	JM5003-8DL
	Outside & inside dia.	10 x 6.75	10.5 x 6.5
	Total eff. area (sq.in.)	85.52	106.82
	Thickness	.125	
	Engagement cushioning method	Crimped Flat Springs	
Release bearing	Type & method of lubrication	Ball, Pre-Lubricated	
Torsional damping	Methods: springs, friction material	Springs, Steel-On-Steel	

# AMA Specifications—Passenger Car

MAKE OF CAR AMERICAN MOTORS MODEL YEAR 1968 DATE ISSUED 9-26-67 REVISED <sup>(\*)</sup> 1-2-68

Availability MODEL On Page 3	199 & 232 CID SIXES	290, 343 & 390 CID V-8's <sup>(*)</sup>
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## DRIVE UNITS – TRANSMISSIONS

Manual 3-speed (std. or opt.)	Standard (NA 290 4-Bbl., 343 2-or 4-Bbl. or 390)
Manual 4-speed (std. or opt.)	NA Opt. (NA 343 2-Bbl.)
Manual with overdrive (std. or opt.)	Optional Opt. (290 2-Bbl. only)
Automatic (std. or opt.)	Column Shift Optional
Console Shift	NA Optional

## DRIVE UNITS – MANUAL TRANS.

		199 SIX	232 SIX	290	(A) 290 & 343 &390	
Number of forward speeds		3	3	3	4	4
Transmis- sion ratios	In first	2.61	2.64	2.55	2.64	2.23
	In second	1.63	1.61	1.56	2.10	1.77
	In third	1.00	1.00	1.00	1.46	1.35
	In fourth	- - -	- - -	- - -	1.00	1.00
	In reverse	3.54	2.64	2.55	2.55	2.16
Synchronous meshing, specify gears		2 & 3	1,2 & 3	1,2 & 3	1,2,3 & 4	
Shift lever location		Column		Column	Floor	
Lubricant	Capacity (pt.)		1.5	2.5	3.5	
	Type recommended		Mineral Gear Lubricant			
	SAE vis- cosity number	Summer	80			
		Winter	80			
		Extreme cold	80			

## DRIVE UNITS – MANUAL TRANS. W/OVERDRIVE

(For transmission data see manual transmission section)		199 & 232 Sixes	290 V-8
Type (planetary or other)		Planetary	
Manual lockout (yes, no)		Yes	
Downshift accelerator control (yes, no)		Yes	
Minimum cut-in speed		34 to 37 MPH	27 to 29 MPH
Gear ratio		0.70:1	
Lubricant	Capacity (pt.)	2.75	3.75
	Separate filler (yes, no)	Yes	
	Type recommended	Mineral Gear Lubricant	
	SAE viscosity number	Summer	
		Winter	
		Extreme cold	

(A) "2.23 Close-Ratio Gear Box" is a running change to replace 2.64



# AMA Specifications—Passenger Car

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MODEL	Availability On Page 3	199 & 232 CID SIXES	290, 343 & 390 CID V-8's (●)
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## DRIVE UNITS – AUTOMATIC TRANSMISSION

Trade name	Shift-Command				
Type describe	Borg & Beck/Long Torque Converter with Planetary Gears				
Selector location	Column		Column or Console (Col. only Amer.)		
List gear ratios Selector Pattern and indicate which are used in each selector position	Operation	6&V-8 Col.	V-8 Con.	6&2-B. 290V-8	4-B. 290&343/390 V-8
	Park	P	PRK	- - -	- - -
	Reverse	R	REV	2.09:1	2.00:1
	Neutral	N	NTL	- - -	- - -
	1,2&3 Gears	D	DRV	1.00:1	1.00:1
	2 Gear	2	2ND	1.45:1	1.47:1
	1 Gear	1	1ST	2.39:1	2.40:1
Max. upshift speed-drive range	55 to 70 (65-85 Rogue 232)			60 to 75	
Max. kickdown speed-drive range	50 to 65 (50-70 Rogue 232)			55 to 65	
Torque converter	Number of elements	Three			
	Max. ratio at stall	2.00 Reb, Amb. & Rogue 232(2.15 all others)			290...2.00; 343&390...2.15
	Type of cooling (air, liquid)	Air (Water, Opt.)			Water
	Nominal diameter	11"			All 290's...11"; 343&390...12"
Lubricant	Capacity-refill <del>for</del> Qts.	Dry 9.0			(1)
	Type recommended	Auto. Trans. Fluid; Type A, AQ-ATF, Suffix A" or "Dexron"			
Special transmission features	Vacuum-Modulated Control Between Trans. & Engine. For 343&390 V-8's Altitude Compensator (Aneroid). Electric "Kick-Down" Solenoid System				

## DRIVE UNITS – PROPELLER SHAFT

		American		Rebel & Amb.		Javelin		AMX
		SIX	V-8	SIX	V-8	SIX	V-8	V-8
Number used		One						
Type (straight tube, tube-in-tube, internal-external damper, etc.)		Straight Tube (with tube-in-tube ends)						
Outer diam. x length* x wall thickness	Manual 3-speed trans.	46.830	45.700	55.190	52.220	49.080	47.220	- - -
		2.500	2.500	2.750	3.000	2.500	2.500	- - -
		(2) .065	.083	.083	.083	.083	.083	- - -
	Manual 4-speed trans.	- - -	48.700	- - -	55.180	- - -	50.170	38.180
		- - -	2.500	- - -	3.000	- - -	2.500	2.500
		- - -	.083	- - -	.083	- - -	.083	.083
	Overdrive transmission	51.900	- - -	56.400	50.220	- - -	- - -	- - -
		2.500	- - -	3.000	3.000	- - -	- - -	- - -
	Automatic transmission	.065	- - -	.083	.083	- - -	- - -	- - -
		44.530	45.700	50.590	52.220	44.530	47.220	38.180
		2.500	2.500	2.500	3.000	2.500	2.500	2.500
		.065	.083	.083	.083	.065	(3).083	.083

\* Center to center of universal joints, or to centerline of rear attachment.

(Continued)

- (1) 2-B. 290...9.0 Qts.  
All 343's & 4-B. 290...9.5 Qts.  
All 390's...10.2 Qts.
- (2) 232 Six . . . 49.080 x 2.500 x .083
- (3) 343 V-8 . . . 50.170 x 2.500 x .083

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MODEL AMERICAN, JAVELIN & AMX (\*) REBEL & AMBASSADOR

## DRIVE UNITS — PROPELLER SHAFT (cont.)

Inter-mediate bearing	Type (plain, anti-friction)		None
	Lubrication (fitting, prepack)		- - -
Slip Yoke	Type		Involute
	Number of teeth		16(28 for 4-Speed Trans.&Jav/AMX with 343 V-8 Auto. Trans.)
	Spline O.D.		1.166(1.192 for 4-Speed Trans.&Jav/AMX with 343 V-8 Auto. Trans.)
Universal joints	Make and Mfg. No.		SPICER/DANA/HAYES
	Number used		Two
	Type (ball and trunnion, cross)		Single-Pivot, Cross
	Rear attach.(u-bolt, clamp, etc.)		U-Bolt
	Bearing	Type (plain, anti-friction)	Anti-Friction
		Lubric. (fitting, prepack)	Prepack
Drive taken through (torque tube or arms, springs)			Rear Springs4-Link Trailing Arms
Torque taken through (torque tube or arms, springs)			Rear Springs (1)4-Link Trailing Arms

## DRIVE UNITS — AXLE

Type (front, rear)			Front	
Description			1 Piece Housing with Inserted Tubes. Live Axle (Conventional)	
Limited Slip differential, type			"Twin-Grip" Opt., Dana (Warner Gear, Amer.-6 & Javelin-6)	
Drive Pinion Offset			1-1/2	
No. of differential pinions			Two (Four with V-8 Twin-Grip)	Two (Four with Twin-Grip)
Pinion adjustment (shim, other)			Shim	
Pinion bearing adj. (shim, other)			Shim	
Wheel bearing type			Conic & Roller	
Lubricant	Capacity (pt.)		3 for Six, 4 for V-8	4
	Type recommended		Hypoid, or Multi-Purpose Gear Lube (2)	
	SAE viscosity number	Summer	80	
		Winter	80	
		Extreme cold	80	

## AXLE RATIO TOOTH COMBINATIONS

(See page 3 for axle ratio usage)

AXLE RATIO TOOTH COMBINATIONS								Dealer Kits				
(See page 3 for axle ratio usage)												
Axle ratio		2.37	2.73	2.87	3.08	3.15	3.31	3.54	3.73	3.91	4.10	4.44
No. of teeth	Pinion	19	15	15	13	13	13	11	11	11	10	9
	Ring gear	45	41	43	40	41	43	39	41	43	41	40
Ring Gear O.D.		7.56	7.5	8.75	7.5	8.75	7.6	8.75	4.88	4.88	4.88	4.8

- (1) Plus Torque Links, Standard on AMX (Dealer Kit for Javelin & American).  
 (2) Special lube for opt. "Twin-Grip" differential

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MAKE OF CAR		AMERICAN MOTORS			MODEL YEAR		1968		DATE ISSUED		5-20-67		REVISED		(*) 1-2-68		(●)						
		AMERICAN			REBEL		AMBASSADOR			JAVELIN		JAV/AMX											
MODEL		SIX		V-8		SIX & V-8		SIX		V-8		SIX&V-8		SIX		V-8							
DRIVE UNITS – WHEELS		Except Wagon		Wagon		All		Except Wagon		Wagon		Except Wagon		Except Wagon		Wagon		All (1)					
Type & material		Pressed Steel Disc & Safety Rim																					
Rim (size & flange type)		Std.		4.5J		5.0J		5.0J		5.5JK		5.5JK		5.0J		5.5JK							
		Std. with		5.0J w/6.95		- - -		5.5JK w/D70,		- - -		- - -		5.5JK w/7.35		- - -							
Attachment	Type (bolt or stud)						Wagon &		STUD														
	Circle diameter						Disc Brake		4.50														
	Number and size		FIVE, 1/2 x 20, 3/4 HEX																				
MODEL																							
DRIVE UNITS – TIRES																							
Standard	4PR, 2Ply Size, ply rating, & ply		6.45x14		6.95x14		6.95x14		7.35x14		7.75x14		7.35x14		7.75x14		8.25x14		6.95x14		7.35x14 Javelin		
	Type (bias, radial, etc.)		BIAS																				
	Full rated Inflation Press.	Front	28				24 (28 V-8 Exc. Wag)				24				24								
		Rear	28				28				30				28				24				
	Rev./Mile at 50 MPH		6.45@835, 6.95@815, 7.35@796, 7.75@770, 8.25@758, D70@805, E70@796, F70@782																				
Optional	Size, ply rating, & ply		6.95x14 4PR, 2Ply		6.95x14 8PR, 4Ply		6.95x14 8PR, 4Ply		7.35x14 8PR, 4Ply		7.75x14 8PR, 4Ply		7.35x14 8PR, 4Ply		7.75x14 8PR, 4Ply		8.25x14 8PR, 4Ply		6.95x14 8PR, 4Ply		7.35x14 8PR, 4Ply Javelin		
			6.95x14 8PR, 4Ply		- - -		7.35x14 4PR, 2Ply		7.75x14 4PR, 2Ply		8.25x14 4PR, 2Ply		7.75x14 4PR, 2Ply		8.25x14 4PR, 2Ply		- - -		7.35x14 4PR, 2Ply		- - -		
	NA Wag & 6		- - -		- - -		7.35x14 8PR, 4Ply		7.75x14 8PR, 4Ply		8.25x14 8PR, 4Ply		7.75x14 8PR, 4Ply		8.25x14 8PR, 4Ply		- - -		7.35x14 8PR, 4Ply		- - -		
BRAKES – PARKING		Red-Line Wide Oval		- - -		- - -		D70-14 4PR, 2Ply		F70-14 4PR, 2Ply		- - -		- - -		F70-14 4PR, 2Ply		- - -		- - -		E70-14 4PR, 2Ply	
Type of control		Pull Handle								Foot Pedal, Hand Release													
Location of control		Left Side, Under Instrument Panel																					
Operates on		Rear Service Brakes																					
If separate from service brakes	Type (internal or external)		- - -																				
	Drum diameter		- - -																				
	Lining size (length x width x thickness)		- - -																				

(1) Chrome Steel "Mag" Wheels (14 x 6), Optional.

(2) Standard AMX Tire is E70-14 Blackwall (Red-Line, Opt.). "Space-Saver Spare" 7.35x14 is Std on AMX (Opt on Javelin).



# AMA Specifications—Passenger Car

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MODEL			AMERICAN-6 JAVELIN-6	REBEL-6 (except wagon)	ALL V-8's & REBEL-6 WAGON	OPT. ALL V-8's DISC/DRUM	
BRAKES – SERVICE						(•)	
Type (drum or disc)			Bendix Drum	Wagner Drum	Bendix Drum	Bendix Disc/Drum	
Self adjusting (std., opt., N.A.)			Standard				
Power brake make & type (remote, int., etc.)		Std.	- - -				
		Opt. Bendix	Integral, Vacuum-Suspended, Single Diaphragm			(1)	
Effective area (sq. in.)*			153.76	153.76	167.49	(2)	
Gross lining area (sq. in.)**			153.76	153.76	167.49	(2)	
Swept area (sq. in.)***			254.43	254.43	267.07	F261+R110=371	
Percent brake effectiveness – front			60.2%	59.0%	62.4%	65%	
Drum or Disc	Diameter (nominal)	Front	9.00	9.00	10.00	11.19	
		Rear	9.00	9.00	10.00	10.00	
	Type and material		Cast-Iron Plain, Steel Center	Cast-Iron, Finned Steel Center	Cast-Iron, Steel Flange & Center	(3)	
	Disc (vented or solid)		- - - Solid				
	No. pistons per caliper		- - - Four				
Wheel cyl- inder bore	Front		1.12		1.18 (1.09 Reb. 6)	2.0	
	Rear		.94		.94 (.88 American, Jav. & AMX)		
Master Cylinder	Bore		1.00				
	displacement distribution	<del>XXXXXXX</del>	.487 Cu.In. Primary Section				
		<del>XXXXXXX</del>	.319 Cu.In. Secondary Section				
Disc Brk. Valve	Type (proportion, delay, metering, other)		- - -			Proportion Valve Amer., Jav. & AMX	
Pedal arc ratio			5.61				
Line pressure at 100 lb. pedal load			885 Approx.			780@20" hg.	
Shoe clearance adjustment			.004 to .010 @ high point on horiz. axis			0 Front Disc	
Brake lining	Drum or Disc		Drum			Frt. Disc, Rr. Drum	
	Bonded or riveted		Bonded			Frt. Bond, Rr. Rivet	
	Front Wheel	Material		Molded Asbestos Compound, Marshall-Eclipse			Mintex M-33
		Size (length x width x thickness)	Prim. or out- board	7.62x2.25x.19	7.62x2.25x.19	8.90x2.50x.19	4.89 x 2.31 x .44 (.38 usable thick)
			Second. or in- board	9.82x2.50x.19	9.82x2.50x.19	11.06x2.50x.19	- - -
			Segments per shoe		One		
	Rear Wheel	Material		Molded Asbestos Compound, Marshall-Eclipse			
		Size (length x width x thickness)	Prim. or out- board	7.62x2.00x.19	7.62x2.00x.19	8.46x1.75x.19	8.46x1.75x.19 (4) 10.68x1.75x.19 (5)
			Second. or in- board	9.82x2.00x.19	9.82x2.00x.19	10.88x1.75x.19	10.88x1.75x.19 (4) 10.68x1.75x.19 (5)
			Segments per shoe		One		

\* Excludes rivet holes, grooves, chamfers, etc. \*\* Includes rivet holes, grooves, chamfers, etc.

\*\*\* Total swept area for four brakes. (Widest lining contact width for each brake x its contact circumference.)

- (1) Power is included with disc brake option.  
Bendix, Integral, Vacuum-Suspended, Tandem Diaphragm (Single Diaphragm on American).
- (2) American, Javelin & AMX: Front 37.2 + Rear 67.7 = 104.9  
Rebel & Ambassador: Front 37.2 + Rear 74.8 = 112.0
- (3) Front; Cast-Iron Disc, Ductile-Iron Caliper.  
Rear; Cast-Iron Drum, Steel Center & Steel Cooling Flange on Drum.
- (4) For American, Javelin & AMX.
- (5) For Rebel & Ambassador.

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MODEL			AMERICAN		REBEL		AMBASSADOR		JAVELIN & AMX (●)		
STEERING											
Manual (std., opt., NA)			Standard								
Power (std., opt., NA)			Optional								
Adjustable steering wheel (tilt, swing, other)		Type and description	N.A.		7-Position, Vertical-Arc Adjustment for Steering Column ("Adjust-O-Tilt")						
		(std., opt., NA)	- - -		Opt. w/Auto. or 4-Speed Trans.						
Wheel diameter		Manual	16"								
		Power	16"								
Turning diameter (feet)	Outside front	Wall to wall (l. & r.)	38'	39'6"		41'		38'9"	35'6"		
		Curb to curb (l. & r.)	36'	37'6"		39'		36'9"	33'6"		
	Inside rear	Wall to wall (l. & r.)	19'11"	20'		22'8"		20'8"	18'11"		
		Curb to curb (l. & r.)	20'4"	20'9"		23'6"		21'1"	19'4"		
Outside whl. angle with inside whl. at 20°			18°40'	17°46'					18°		
Manual	Gear	Type	Recirculating Ball								
		Make	Saginaw								
		Ratios	Gear	24.0:1	24.0:1				20.0:1 (1)		
			Overall	29.1:1	28.6:1				24.1:1 (1)		
	No. wheel turns		6.1	6.0				5.1:1 (1)			
Power	Type (coaxial, linkage, etc.)		Integral Rotary Valve with Gear Box								
	Make		Saginaw Box, Thompson Pump								
	Gear	Type	Recirculating Ball								
		Ratios	Gear	17.5:1	17.5:1				15.0:1		
			Overall	21.1:1	20.9:1				18.1:1		
	Pump driven by		Belt to Crankshaft Pulley								
Number wheel turns		4.5	4.4				3.8:1				
Linkage	Type		Ball & Socket								
	Location (front or rear of wheels, other)		Front								
	Drag link (trans. or longit.)		Transverse								
	Tie rods (one or two)		Two								
Steering Axis	Inclination at camber (deg.)		6°30' @ 0°	6°11" (6°41' @ 0°)				6°30' @ 0°			
	Bearings (type)	Upper	(2)	Two Bushings				(2)			
		Lower	Ball Joint								
		Thrust	Ball Bearing								
Whl. Align. (range at curb wt. & preferred)	Caster (deg.)		+½° to +½° (3)		Man. & Power 0° to -1° (-½° desired)				-½° to +½° (3)		
	Camber (deg.)		-3/8° to +3/8°								
	Toe-in (outside track inches)		1/16 to 3/16 (1/8 Desired)								
Steering spindle & joint type			Integral Knuckle-Pin With Upper Trunnion Joint & Lower Ball Joint								
Wheel Spindle	Diameter	Inner bearing	1.25								
		Outer bearing	.75								
	Thread size		.75 x 16								
	Bearing type		Tapered Roller								

(1) Optional Ratio Manual Steering for Javelin...Gear Box...16.0:1  
( & AMX) Overall....19.3:1  
Turns..... 4.0:1

(2) Rubber Bushing, "CLEVBLOC."

(3) Power: +½° to +½°

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MODEL		AMERICAN						JAVELIN						AMX (●)						REBEL & AMBASSADOR					
SUSPENSION - GENERAL																									
Provision for car leveling		None																							
Provision for brake dip control		Front Susp. plus Asymmetrical Rear Springs									Front Susp. plus 4-Link Rear Geometry														
Provision for acc. squat control		Asymmetrical Rear Springs									4-Link Rear Geometry														
Special provisions for car jacking		Bumper Jack			Side Scissors Jack						Bumper Jack														
Shock absorber front & rear	Type	Direct-Acting, Telescopic																							
	Make	Gabriel & Monroe																							
	Piston dia.	1.00 (1.19 Heavy Duty)																							
Other special features		Front Shock Absorber Has Internal Provisions for Bottoming Control																							
SUSPENSION - FRONT		6 & V-8			6 & V-8			V-8			6-CYL. REBEL & AMB. LESS WAGONS			6-CYL. REBEL & AMB. WAGONS			V-8 REBEL & AMB. ALL BODY STYLES								
Type and description		AMERICAN			JAVELIN			AMX (●)																	
INDEPENDENT DIRECT-ACTION COIL SPRINGS		STD	AC	HD	STD	AC	HD	STD	AC	HD	STD	AC	HD	STD	AC	HD	STD	AC	HD						
Spring	Type	Coil																							
	Material	SAE 5160 or 9260																							
	Size (coil design height & I.D. bar length x dia.)	9.84 x 4.05			9.84 x 4.05			9.84 x 4.05			8.75 x 5.0			8.75 x 5.0			8.75 x 5.0								
	Spring rate (lb. per in.) SIX	80	80	100	93	93	100	-	-	-	85	88	105	85	88	105	-	-	-						
	Rate at wheel (lb. per in.) SIX	101	101	121	114	114	121	-	-	-	110	113	130	110	113	130	-	-	-						
Spring rate (lb./in.) V-8		93	92L, 100R	115	100	115	115	100	100	115	-	-	-	-	-	-	105	110	120						
Rate@Wh (lb./in.) V-8		114	114L, 121R	136	121	136	136	121	121	136	-	-	-	-	-	-	130	135	145						
Stabilizer SAE 1090	Type (link, linkless, frameless) Link Sway Bar	Std. on V-8 Incl. on 6 in Opt. Hd1.Pkg.						Std.			Std. on Amb.			Std.			Std.								
	Material & bar diameter SIX	.81			.88			-			.81 (.94 on Reb. Opt.)			.94 Reb. & .81 Amb.			-								
	V-8	.81 (.88 Opt.)			.88 (.94 Opt.)			.94			-			.94 Reb. & .81 Amb.											
SUSPENSION - REAR		AMERICAN			JAVELIN			AMX			REBEL & AMB. (LESS WAGONS)			REBEL & AMB. WAGONS											
Type and description		Hotchkiss									4-Link with Coil Springs														
Drive and torque taken through		Rear Springs (Torque Links, Dealer Kit)									Rear Springs & Torque Links														
Spring	Type	Leaf																							
	Material	SAE 5155																							
	Size (length x width, coil design height & I.D.; bar length & dia.)	52.0 x 2.0			53.0 x 2.50			53.0 x 2.50			8.00 x 5.25			9.25 x 5.25											
	Spring rate (lb. per in.)	STD.	WAG & HD	WHD	ST6	ST8	HD6	HD8	STD.	HD.	STD.	HD.	STD.	HD.	STD.	HD.	STD.	HD.							
	Rate at wheel (lb. per in.)	91	102	120	86	87	106	105	105	123	101	123	101	123	101	123	138	170							
	Rate at wheel (lb. per in.)	116	127	145	111	112	131	130	130	148	101	126	101	126	101	126	134	165							
	Mounting insulation type	Rubber Bushings - "Silentbloc"																							
	If leaf	No. of leaves	4	5	5	4	4½	4	4½	4½	4½	-	-	-	-	-	-	-							
Stabilizer	Type (link, linkless, frameless)	Compression																							
	Material	None																							
Track bar type		None																							
HANDLING, BRAKING, OPTIONS		None																							

## "HANDLING PACKAGE" OPTIONS:

American-6, Javelin-6 & Rebel-6 (except wagon):  
Front Sway Bar  
Heavy-Duty Springs & Shocks

American V-8 & Javelin V-8;  
Larger-Dia. Front Sway Bar (Jav.)  
Heavy-Duty Springs & Shocks  
5.5" Rim-Width Wheels (Amer.)

Rebel-6 Wagon, Rebel V-8, Amb.-6 & V-8  
plus AMX V-8:  
Heavy-Duty Springs & Shocks  
(Front Sway Bar & 5.5" Rim Wheels are Std.)





## Page 23

MODEL _____	AMERICAN	REBEL & AMBASSADOR	JAVELIN & ARROW
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(Indicate whether standard, optional or NA on each series)

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# AMA Specifications—Passenger Car

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SHIPPING WEIGHT includes spare wheel and tire, tire jack and wrench, oil, coolant plus 8 gallons fuel.

CURB WEIGHT equals shipping weight plus fuel to fill tank (see chart at right).

6-Cyl. Weights Except Note

See Right for V-8 Weights.

RAMBLER AMERICAN:

			CURB WEIGHT - POUNDS			% PASS. WEIGHT DISTRIBUTION				SHIPPING WEIGHT	BASE ENGINE
			Front	Rear	Total	Pass. In Front	Pass. In Rear	Front	Rear		
2-Dr. Sedan	6806	Base	1503	1149	2652	48	52	19	81	2604	199 Six
4-Dr. Sedan	6805	Base	1513	1173	2686					2638	199 Six
4-Dr. Sedan	6805-5	440	1515	1176	2691					2643	199 Six
4-Dr. Wagon	6808-5	440	1494	1354	2848					2800	199 Six
2-Dr. Hardtop	6809-7	Rogue	1534	1192	2726	48	52	19	81	2678	232 Six

REBEL:

4-Dr. Sedan	6815	550	1651	1492	3143	49	51	19	81	3062	232 Six
4-Dr. Sedan	6815-5	770	1655	1500	3155			19	81	3074	232 Six
4-Dr. Wagon	6818	550	1598	1784	3382			19	81	3301	232 Six
4-Dr. Wagon	6818-5	770	1608	1779	3387			19	81	3306	232 Six
2-Dr. Hardtop	6819	550	1667	1531	3198			21	79	3117	232 Six
2-Dr. Hardtop	6819-5	770	1668	1529	3197			21	79	3116	232 Six
2-Dr. Hardtop	6819-7	SST	1871	1558	3429			21	79	3348	290 V-8
2-Dr. Convert	6817	550	1720	1556	3276			21	79	3195	232 Six
2-Dr. Convert	6817-7	SST	1917	1591	3508	49	51	21	79	3427	290 V-8

AMBASSADOR: Add 81 pounds to all Ambassador car weights since air conditioning is standard.

4-Dr. Sedan	6885-2	Base	1644	1548	3192	47	53	18	82	3111	232 Six
4-Dr. Sedan	6885-5	DPL	1683	1581	3264			18	82	3183	232 Six
4-Dr. Sedan	6885-7	SST	1860	1615	3475			18	82	3394	290 V-8
4-Dr. Wagon	6888-5	DPL	1621	1853	3474			18	82	3393	232 Six
2-Dr. Hardtop	6889-2	Base	1565	1586	3251			21	79	3170	232 Six
2-Dr. Hardtop	6889-5	DPL	1701	1619	3320			21	79	3239	232 Six
2-Dr. Hardtop	6889-7	SST	1876	1653	3529	47	53	21	79	3448	290 V-8
(*) AMX: 2-D. Ht.	6839-7	Base	1783	1380	3163	39	61	--	--	3097	290 V-8
JAV: 2-D. Ht.	6879-5	Base	1600	1292	2892	46	54	20	80	2826	232 Six
JAV: 2-D. Ht.	6879-7	SST	1603	1299	2902	46	54	20	80	2836	232 Six

(\*) Accessories & Equipment Differential:

	FRONT	REAR	TOTAL		FRONT	REAR	TOTAL
Twin-Grip Axle, Amer & Jav-6	0	4	4	Buckets w/Cushion, Reb&Amb SST	5	4	9
, All Others	0	8	8	Console, Reb&Amb SST	9	8	17
Dual Exhaust, Jav. (Std. AMX)	4	16	20	Vinyl Covered Roof	4	4	8
, Reb. & Amb.	6	24	30	Bumper Guards, Fr. & Rr.	4	4	8
Power Steering	+33	-2	31	, Fr.Wag., Rr. Jav&AMX	2	2	4
Power Brakes	8	1	9	Wire Wheel Covers, Four	11	11	22
Power Disc Brakes	27	1	28	Turbo-Cast Wheel Covers, Four	12	12	24
Air Cond., Amer, Jav & AMX	+80	-3	77	Handling Pkg., Amer & Jav-6	10	0	10
Air Cond., Rebel & Amb.	+83	-2	81	, Amer & Jav-8	3	4	7
Radio, Amer, Javelin & AMX	5	2	7	, Rebel-6 Wagon	11	0	11
, Rebel & Amb.	6	2	8	Heavy-Duty Cooling	5	0	5
& Rear Speaker, Reb&Amb	6	5	11	70-Amp. Battery	7	0	7
Stereo Tape Player, Reb&Amb	8	6	14	Tire Size Opt, 6.45x14to6.95	3	6	9
Stereo Tape & Radio, Jav&AMX	7	5	12	6.95x14to7.35	8	11	19
Power Side Windows, Reb&Amb	7	10	17	7.35x14to7.75	3	6	9
Power Tailgate Wind., Reb&Amb	0	4	4	7.75x14to8.25	2	5	7
Side-Hinge Tailgate, Reb&Amb	-8	+28	20	Wide-Profile Tires (Std. on AMX)			
3rd.Seat Wagon, Reb & Amb	-11	+40	29	6.95x14toD70x14 (Amer)	14	21	35
Roof Top Rack, Amer Wagon	0	7	7	6.95x14toE70x14 (Jav)	6	10	16
Auto.Speed Control, Reb&Amb	5	0	5	7.35x14toF70x14 (Reb)	8	12	20
Headrests (Pair)	4	4	8	7.75x14toF70x14 (Amb)	4	7	11
Ind. Adj. Recl. Seats, American	11	10	21	Undercoating, Amer, Jav & AMX	7	7	14
(Std. on SST), Reb & Amb	10	10	20	, Reb & Amb	8	8	16

FUEL TO FILL TO CURB WEIGHT:	FRONT	REAR	TOTAL
American ..... 8 to 16 gal.	-8	+56	48
Javelin & AMX... 8 to 19 gal.	-12	+78	66
Rebel & Amb. ... 8 to 21.5 gal.	-19	+100	81
3-Seat Wagon ... 8 to 19 gal.	-15	+81	66

(\*) RAMBLER AMERICAN ENGINE/TRANSMISSION COMBINATIONS:

199 3-Speed to 199 0'drive	17	10	27
199 3-Speed to 199 Auto.	17	10	27
199 3-Speed to 232 3-Speed	6	4	10
199 3-Speed to 232 Auto.	17	10	27
199 3-Speed to 290 3-Speed	199	68	267
199 3-Speed to 290 4-Speed	213	75	288
199 3-Speed to 290 4-Speed (4V)	223	75	298
199 3-Speed to 290 Auto.	174	67	241
232 3-Speed to 232 Auto.	11	6	17
232 3-Speed to 290 3-Speed	193	64	257
232 3-Speed to 290 4-Speed	207	71	278
232 3-Speed to 290 4-Speed (4V)	217	71	288
232 3-Speed to 290 Auto.	168	63	231

(\*) REBEL & AMBASSADOR ENGINE/TRANSMISSION COMBINATIONS:

232 3-Speed to 232 0'drive	22	8	30
232 3-Speed to 232 Auto.	7	3	10
232 3-Speed to 232 3-Speed (2V)	10	0	10
232 3-Speed to 232 Auto. (2V)	17	3	20
232 3-Speed to 290 3-Speed	194	21	215
232 3-Speed to 290 4-Speed	208	28	236
232 3-Speed to 290 Auto.	169	20	189
232 3-Speed to 343 4-Speed	226	26	252
232 3-Speed to 343 Auto.	229	27	256
232 3-Speed to 390 4-Speed	256	50	306
232 3-Speed to 390 Auto.	260	52	312
290 3-Speed to 290 0'drive	22	8	30
290 3-Speed to 290 4-Speed	14	7	21
290 3-Speed to 290 Auto.	-25	-1	-26
290 3-Speed to 343 4-Speed	32	5	37
290 3-Speed to 343 Auto.	35	6	41
290 3-Speed to 390 4-Speed	62	29	91
290 3-Speed to 390 Auto.	66	31	97

(\*) JAVELIN ENGINE/TRANSMISSION COMBINATIONS:

232 3-Speed to 232 Auto.	11	6	17
232 3-Speed to 290 3-Speed	199	68	267
232 3-Speed to 290 4-Speed	213	75	288
232 3-Speed to 290 4-Speed (4V)	223	75	298
232 3-Speed to 290 Auto.	174	67	241
232 3-Speed to 290 Auto Console	180	69	249
232 3-Speed to 343 4-Speed	229	75	304
232 3-Speed to 343 Auto.	232	76	308
232 3-Speed to 343 Auto Console	239	77	316
232 3-Speed to 390 4-Speed	257	91	348
232 3-Speed to 390 Auto Console	268	94	362

(\*) AMX ENGINE/TRANSMISSION COMBINATIONS:

290 4-Speed to 290 Auto Console	7	2	9
290 4-Speed to 343 4-Speed	12	0	12
290 4-Speed to 343 Auto Console	22	2	24
290 4-Speed to 390 4-Speed	53	0	53
290 4-Speed to 390 Auto Console	64	3	67

Less 8# For Wagons

Less 28# For Rebel & Amb. Wagons  
Less 23# For Amb. Sedans & Hardtops



## CAR AND BODY DIMENSIONS

## KEY SHEET

## DIMENSION DEFINITIONS

## EXTERIOR WIDTH DIMENSIONS

- W101 WHEEL TREAD - FRONT. Measured at centerline of tires, with nominal camber, at ground.
- W102 WHEEL TREAD - REAR. Measured at centerline of tires at ground.
- W103 MAXIMUM OVERALL CAR WIDTH. Include bumpers, moldings, or sheet metal protrusions. Measured to outside of metal.
- W117 MAXIMUM BODY WIDTH AT #2 PILLAR. Measured across body at #2 pillar, excluding hardware and applied moldings.

## EXTERIOR LENGTH DIMENSIONS

- L 30 VERTICAL ZERO LINE TO ACTUAL FRONT OF DASH. If actual Front of Dash is to the rear of Body Zero Line, it is identified by a minus (-) sign.
- L101 WHEELBASE.
- L103 OVERALL LENGTH. Include bumper guards if standard equipment.
- L104 OVERHANG - FRONT. Measured from C/L of front wheels to front of car, including bumper guards if standard equipment.
- L105 OVERHANG - REAR. Measured from C/L of rear wheels to rear of car, including bumper guards if standard equipment.
- L123 BODY UPPER STRUCTURE LENGTH AT CAR CENTERLINE. The horizontal dimension from the Cowl Point to the Deck Point.
- L127 VERTICAL ZERO LINE TO CENTERLINE OF REAR WHEELS. A horizontal dimension.
- L130 VERTICAL ZERO LINE TO WINDSHIELD COWL POINT. The horizontal dimension from the vertical zero line to the theoretical intersection of extended windshield glass plane and normal cowl surface.

## EXTERIOR HEIGHT DIMENSIONS

- H101 OVERALL HEIGHT - DESIGN. Measured with the vehicle in Manufacturer's Design Weight attitude.
- H114 COWL POINT TO GROUND. Measured at vehicle centerline.
- H138 DECK POINT TO GROUND. Measured at vehicle centerline.
- H112 ROCKER PANEL TO GROUND - FRONT. The vertical dimension from ground to bottom of rocker panel, excluding flanges. Measured to the outside of sheet metal at foremost point of rocker panel.
- H111 ROCKER PANEL TO GROUND - REAR. The vertical dimension from ground to bottom of rocker panel, excluding flanges. Measured to the outside of sheet metal at front of rear wheel opening.
- H122 WINDSHIELD SLOPE ANGLE. The angle between a vertical line and the windshield surface at car centerline. On compound-curved windshields the chord of the arc is used and limited to that section of the windshield comprehended by an 18-inch chord.

## GROUND CLEARANCE DIMENSIONS

- H102 BUMPER TO GROUND - FRONT. Minimum dimension, includes bumper guards.
- H104 BUMPER TO GROUND - REAR. Minimum dimension, includes bumper guards.
- H106 ANGLE OF APPROACH. The angle between ground and a line tangent to the front tire static loaded radius arc and the first point of interference, i.e., bumper, guard, gravel deflector, fender or other component, excluding license plate. This dimension may be determined graphically for reporting purposes.
- H107 ANGLE OF DEPARTURE. The angle between ground and a line tangent to the rear tire static loaded radius arc and the first point of interference, i.e., bumper, guard, gravel deflector, tail pipe, fender or other component, excluding license plate. This dimension may be determined graphically for reporting purposes.
- H147 RAMP BREAKOVER ANGLE. The supplement of included ramp angle (180° minus included ramp angle) over which car can pass without interference; measured with car sitting on a level surface, using lines tangent to arcs of front and rear static loaded radii and intersecting at point on underside of car which defines the smallest angle. This dimension may be determined by calculation (see Design Standard DD 0.00 - 108) or graphically for reporting purposes.
- H156 MINIMUM RUNNING GROUND CLEARANCE. Location of measurement on the car is to be clearly recorded.

## FRONT COMPARTMENT DIMENSIONS

- H 61 EFFECTIVE HEAD ROOM - FRONT. The dimension from H Point to the headlining, plus a constant of 4.0 inches, measured along a line 8° to rear of vertical.
- L 34 MAXIMUM EFFECTIVE LEG ROOM - ACCELERATOR. Measured along a diagonal line from the Manikin ankle pivot center to the H Point plus a constant of 10.0 inches. For treadle type accelerator pedals, the leg room is measured with the Manikin's right foot on the accelerator pedal and the Manikin Heel Point at Accelerator Heel Point. All other types of accelerator pedals will be measured with the Manikin foot angle set at 87° and the shoe touching the pedal.
- H 30 H POINT TO HEEL POINT - FRONT. The vertical dimension from the H Point to the Accelerator Heel Point.
- L 17 H POINT TRAVEL. The horizontal dimension between the H Point in the most forward and rearward seat positions.

## FRONT COMPARTMENT DIMENSIONS (Cont.)

- W 3 SHOULDER ROOM - FRONT. The minimum lateral dimensions between the door garnish moldings or nearest interference, measured at the H Point station.
- W 5 HIP ROOM - FRONT. The lateral dimension through the H Point to trimmed body surfaces. Depress loose side wall cloth to trim foundation or other obstruction if such construction exists.
- H 50 UPPER BODY OPENING TO GROUND - FRONT. The vertical dimension from a point on the trimmed body opening to the ground, measured at the H Point station.

## REAR COMPARTMENT DIMENSIONS

- L 50 H POINT COUPLE DISTANCE. The horizontal dimension from the front seat H Point to the rear seat H Point.
- H 63 EFFECTIVE HEAD ROOM - REAR. The dimension from the H Point to the headlining, plus a constant of 4.0 inches, measured along a line 8° to rear of vertical.
- L 51 MINIMUM EFFECTIVE LEG ROOM - REAR. Measured along a diagonal line from the ankle pivot center to the H Point plus a constant of 10.0 inches, with the foot positioned to the nearest interference between the seat structure and toe, instep or lower leg.
- H 31 H POINT TO HEEL POINT - REAR. The vertical dimension from the H Point to the Manikin Heel Point on the depressed floor covering.
- L 48 MINIMUM KNEE ROOM - REAR. The minimum dimension from the Manikin knee pivot center to the back of the front seat back.
- L 3 REAR COMPARTMENT ROOM. The horizontal dimension from the back of front seat to front of rear seat back at height tangent to the top of rear seat cushion.
- W 4 SHOULDER ROOM - REAR. The minimum lateral dimension between the door garnish molding or nearest interference. Measured at H Point station.
- W 6 HIP ROOM - REAR. The lateral dimension through H Point to trimmed body surfaces. Depress loose side wall cloth to trim foundation or other obstruction when such construction exists.
- H 51 UPPER BODY OPENING TO GROUND - REAR. The vertical dimension from a point on the trimmed body opening to the ground, measured 13.0 inches forward of the H Point.

## LUGGAGE COMPARTMENT DIMENSIONS

- V 1 LUGGAGE CAPACITY - USABLE. The total luggage compartment luggage capacity in cubic feet with the tire and tools in place, determined in accordance with the Passenger Car Luggage Space Standard, DD 0.00 - 105.
- H195 LIFTOVER HEIGHT. Vertical dimension from the highest point on the luggage compartment lower opening to ground, excluding corner radii.

## STATION WAGON - THIRD SEAT DIMENSIONS

- W 85 SHOULDER ROOM - THIRD SEAT. The minimum lateral dimension between the door garnish moldings or nearest interference. Measured at H Point station.
- W 86 HIP ROOM - THIRD SEAT. The lateral dimension through H Point to trimmed surfaces.
- L 86 EFFECTIVE LEG ROOM - THIRD SEAT. Measured along a diagonal line from ankle pivot center to H Point plus a constant of 10.0 inches. With rear-facing third seat, foot is positioned in foot well or to nearest interference with rear end or rear closure.
- H 86 EFFECTIVE HEAD ROOM - THIRD SEAT. The dimension from H Point to the headlining, plus a constant of 4.0 inches. Measured along a line 8° to rear of vertical.

## STATION WAGON - CARGO SPACE DIMENSIONS

- L202 CARGO LENGTH AT FLOOR - FRONT SEAT. The horizontal dimension, measured at the floor level from the rear of the front seat back to the normal inside limiting interference on the tailgate, on the car centerline.
- L204 CARGO LENGTH AT BELT - FRONT SEAT. The horizontal dimension measured from the top rear of front seat back to a vertical extension line from the normal inside limiting interference at the top of the tailgate, on the car centerline.
- W201 CARGO WIDTH - WHEELHOUSE. The minimum horizontal dimension, measured between wheelhouseings at floor level.
- W204 OPENING WIDTH AT BELT. The minimum horizontal dimension, measured between the nearest normal inside limiting interferences of the rear opening at the top of the tailgate.
- H201 MAXIMUM CARGO HEIGHT. The maximum vertical dimension, measured from the top of the floor covering to the headlining, on the car centerline.
- H202 REAR OPENING HEIGHT. The vertical dimension measured from the top of the floor covering to the normal inside limiting interference at the top of the rear opening, on the car centerline, with both tail-and liftgates fully open.
- V 2 CARGO VOLUME INDEX BEHIND FRONT SEAT. The total volume in cubic feet above the normal load floor and behind the front seat with the liftgate and tailgate closed.

W4xL204xH201

1728



**EXTERIOR**

CODE NO		DESCRIPTION	6805-5	6815-5	6819-5	6819-7	6819-7	6819-7	6819-7	6885-7	6889-7	6889-7	6889-7	6889-7	6889-7
WIDTH	W101	TREAD - FRONT	56.00	56.00	56.00	56.00	58.20	58.20	58.20	58.20	58.58	58.58	58.58	57.92	58.36
	W102	TREAD - REAR	55.00	55.00	55.00	55.00	58.50	58.50	58.50	58.50	58.50	58.50	58.50	57.00	57.00
	W103	MAXIMUM OVERALL WIDTH OF CAR	70.84	70.84	70.84	70.84	77.24	77.24	77.24	77.24	77.24	77.24	77.24	71.89	71.57
	W116	MAXIMUM OVERALL WIDTH OF BODY	69.52	69.52	69.52	69.52	77.24	77.24	77.24	77.24	77.24	77.24	77.24	71.89	71.57
	W117	MAXIMUM BODY WIDTH AT #2 PILLAR	67.50	67.50	67.50	67.50	75.46	75.46	75.46	75.46	75.46	75.46	75.46	69.71	69.71
	W106	FRONT FENDER OVERALL WIDTH	69.52	69.52	69.52	69.52	77.24	77.24	77.24	77.24	77.24	77.24	77.24	71.89	71.57
	W107	REAR FENDER OVERALL WIDTH	68.50	68.50	68.50	68.50	76.76	76.76	76.76	76.76	76.76	76.76	76.76	71.89	71.57
	W120	MAXIMUM OVERALL CAR WIDTH, FRONT DOORS OPEN	137.08	152.76	152.76	137.08	143.14	166.86	166.86	143.14	143.14	166.86	143.14	152.90	152.90
	W121	MAXIMUM OVERALL CAR WIDTH, REAR DOORS OPEN	128.96	---	---	128.96	140.60	---	---	140.60	140.60	---	140.60	---	---
LENGTH	L30	BODY ZERO LINE TO ACTUAL FRONT OF DASH	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50
	L101	WHEELBASE	106.00	106.00	106.00	106.00	114.00	114.00	114.00	114.00	118.00	118.00	118.00	109.00	97.00
	L104	OVERHANG, FRONT	31.70	31.70	31.70	31.70	31.90	31.90	31.90	31.90	32.90	32.90	32.90	39.70	39.70
	L105	OVERHANG, REAR	43.30	43.30	43.30	43.30	51.10	51.10	51.10	52.10	51.60	51.60	52.10	40.52	40.52
	L103	OVERALL LENGTH	181.00	181.00	181.00	181.00	197.00	197.00	197.00	198.00	202.50	202.50	203.00	189.22	177.22
	L128	HOOD LENGTH AT CENTERLINE	47.91	47.91	47.91	47.91	52.07	52.07	52.07	52.07	56.65	56.65	56.65	60.45	60.45
	L123	BODY UPPER STRUCTURE LENGTH AT CAR CENTERLINE	97.81	97.81	97.81	130.48	104.70	109.64	110.02	143.16	103.74	108.68	143.16	102.03	90.03
	L129	DECK LENGTH AT CENTERLINE	32.27	32.27	32.27	---	38.68	33.74	33.36	---	38.68	33.74	---	23.30	23.30
	L127	BODY ZERO LINE TO CENTERLINE OF REAR WHEELS	95.00	95.00	95.00	95.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	95.00	83.00
HEIGHT	L130	BODY ZERO LINE TO WINDSHIELD COWL POINT	6.72	6.72	6.72	6.72	7.50	7.50	7.50	7.50	7.26	7.26	7.26	7.59	7.59
	L102	TIRE SIZE	6.45-14	6.45-14	6.45-14	6.45-14	7.35-14	7.35-14	7.35-14	7.35-14	7.35-14	7.35-14	7.35-14	8.25-14	6.95-14
		DESIGN LOAD (PASS. DISTR.)													
	H101	OVERALL HEIGHT	54.24	54.21	53.36	55.24	54.61	53.49	54.79	55.06	54.69	53.57	55.41	51.81	51.73
	H114	COWL TO GROUND	36.38	36.36	36.36	36.79	37.55	37.56	37.56	38.16	37.53	37.48	38.44	36.65	36.54
	H112	ROCKER PANEL TO GROUND - FRONT	8.00	7.95	7.95	8.40	8.04	8.56	8.56	8.64	8.04	8.51	8.95	8.66	8.58
	H111	ROCKER PANEL TO GROUND - REAR	8.11	8.08	8.08	9.25	6.47	7.40	7.40	8.02	6.43	7.34	8.23	8.22	8.58
	H132	BOTTOM OF DOOR TO GROUND, OPEN - FRONT	12.67	12.77	12.77	13.03	12.51	12.65	12.65	12.89	12.59	12.73	13.24	13.80	13.65
	H134	BOTTOM OF DOOR TO GROUND, OPEN - REAR	11.68	---	---	12.04	11.67	---	---	12.05	11.75	---	12.40	---	---
HEIGHT	H122	WINDSHIELD SLOPE ANGLE	48°19'	48°19'	48°19'	48°19'	51°20'	51°20'	51°20'	51°20'	51°20'	51°20'	51°20'	59°7'	59°7'
	H125	HEADLAMP TO GROUND	27.60	27.60	27.60	27.91	27.91	27.91	27.91	27.91	31.27	31.20	31.55	25.75	25.33
	H126	TAILLAMP TO GROUND	24.10	24.10	24.10	24.10	25.95	26.04	26.04	27.73	25.57	25.69	27.90	24.93	25.70
	H136	BODY ZERO TO GROUND - FRONT	7.33	7.32	7.32	7.57	7.29	7.29	7.29	7.66	7.37	7.31	7.99	7.74	7.48
	H137	BODY ZERO TO GROUND - REAR	6.48	6.49	6.49	7.82	5.61	5.67	5.67	7.38	5.57	5.63	7.59	7.00	7.48
	H133	BOTTOM OF DOOR TO GROUND, CLOSED - FRONT	11.55	11.50	11.50	11.91	11.45	11.35	11.35	11.83	11.53	11.43	12.18	12.00	12.22
	H135	BOTTOM OF DOOR TO GROUND, CLOSED - REAR	11.30	---	---	11.66	11.27	---	---	11.65	11.35	---	12.00	---	---
	H158	ROOF THICKNESS	5.52	5.52	4.88	5.56	5.08	3.44	4.50	5.15	5.08	3.44	5.15	5.20	4.91
	H159	D/O HEIGHT	13.11	13.11	12.62	13.11	13.18	13.70	13.94	13.18	13.18	13.70	13.18	12.25	12.08
	H160	BODY THICKNESS	35.86	35.86	35.86	36.22	36.35	36.35	36.35	36.73	36.43	36.43	37.08	27.02	27.02
H195	LIFTOVER HEIGHT	28.11	28.09	28.09	---	23.62	23.70	23.70	---	23.54	23.66	---	28.11	28.84	
GROUND CLEARANCE															
HEIGHT	H102	FRONT BUMPER TO GROUND	13.34	13.34	13.34	13.32	12.39	12.25	12.25	12.32	12.55	12.40	12.76	13.27	12.79
	H104	REAR BUMPER TO GROUND	12.16	12.16	12.16	13.89	9.93	10.07	10.07	11.07	9.66	9.44	12.54	16.00	16.73
	H106	ANGLE OF APPROACH	27°23'	27°23'	27°23'	27°25'	27°18'	27°18'	27°18'	27°26'	26°28'	25°38'	27°10'	24°45'	23°5'
	H107	ANGLE OF DEPARTURE	17°26'	17°26'	17°26'	21°51'	12°38'	12°38'	12°38'	13°53'	11°55'	11°57'	15°23'	23°48'	25°
	H147	RAMP BREAKOVER ANGLE	17° 7'	17° 7'	17° 7'	18°47'	14°14'	14°14'	14°14'	16°30'	13°55'	13°50'	16°27'	16°55'	19°24'
	H148	FRONT SUSPENSION TO GROUND	5.95	5.95	5.95	6.31	6.54	6.54	6.54	6.92	6.41	6.41	7.06	6.54	6.30
	H149	OIL PAN TO GROUND	5.95	5.95	5.95	6.31	6.02	6.02	6.02	6.40	6.10	6.10	6.75	6.30	6.13
	H150	FLYWHEEL HOUSING/TRANS. ASSY. TO GROUND	5.95	5.95	5.95	6.31	5.92	5.92	5.92	6.30	6.00	6.00	6.65	6.24	6.19
	H151	FRAME TO GROUND	5.95	5.95	5.95	6.31	6.17	6.17	6.17	6.55	6.25	6.25	6.75	6.31	6.64
	H152	EXHAUST SYSTEM TO GROUND	6.01	6.01	6.01	6.37	6.17	6.17	6.17	6.55	6.25	6.25	6.90	5.51	5.29
	H153	REAR AXLE DIFFERENTIAL SYSTEM TO GROUND	6.88	6.88	6.88	7.24	6.37	6.37	6.37	6.75	6.45	6.45	7.10	7.10	6.45
	H154	FUEL TANK TO GROUND	7.30	7.30	7.30	7.66	7.32	7.32	7.32	7.70	7.40	7.40	8.05	7.77	8.31
	H155	TIRE WELL TO GROUND	---	---	---	---	---	---	---	9.05	---	---	9.40	---	---
	H156	MINIMUM RUNNING GROUND CLEARANCE	5.95	5.95	5.95	6.31	5.92	5.92	5.92	6.30	6.00	6.00	6.95	5.51	5.29
		POSITION ON CAR	H149	H149	H149	H149	H149	H149	H149	H149	H149	H149	H149	H152	H152

1968 AMERICAN MOTORS CORP.  
CAR AND BODY DIMENSIONS\*  
AMA SPECIFICATIONS SUPPLEMENT  
PAGE 26B  
ISSUED 9-26-67 ... REVISED 1-2-68 (8)

INTERIOR CODE NO.		ISSUED 9-26-67 ... REVISED 1-2-68 (#)		6805-5		6815-5		6819-5		6817-7		6818-5		6885-5		6889-5		6819-7		6839-7			
		DESCRIPTION																					
FRONT COMPARTMENT	L31	BODY ZERO LINE TO H POINT		43.92	43.92	43.92	43.92	44.18	44.18	44.18	44.18	44.18	44.18	44.18	44.18	44.18	44.18	45.00	45.00				
	H70	H POINT TO BODY ZERO		11.84	11.84	11.84	11.84	11.84	11.84	11.84	11.84	11.84	11.84	11.84	11.84	11.84	11.84	11.84	10.20	10.20			
	H61	EFFECTIVE HEAD ROOM		39.00	39.00	38.20	39.30	39.80	38.70	39.35	39.80	39.80	38.80	39.80	38.80	39.80	38.80	39.80	37.50	37.20			
	H37	HEADLINING TO ROOF HEIGHT		0.56	0.56	0.56	0.56	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.57	0.57			
	L34	MAXIMUM EFFECTIVE LEG ROOM - ACCELERATOR		42.00	42.00	42.00	42.00	42.60	42.60	42.60	42.60	42.60	42.60	42.60	42.60	42.60	42.60	42.60	43.30	43.30			
	H30	H POINT TO HEEL POINT		9.64	9.64	9.64	9.64	9.64	9.64	9.64	9.64	9.64	9.64	9.64	9.64	9.64	9.64	9.64	7.78	7.78			
	H67	DEPRESSED FLOOR COVERING THICKNESS		0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45		
	L40	BACK ANGLE		23°	23°	23°	23°	24°	24°	24°	24°	24°	24°	24°	24°	24°	24°	24°	24°	24°	24°		
	L42	HIP ANGLE		101°	101°	101°	101°	100°20'	100°20'	100°20'	100°20'	100°20'	100°20'	100°20'	100°20'	100°20'	100°20'	100°20'	100°20'	102°	102°		
	L44	KNEE ANGLE		134°50'	134°50'	134°50'	134°50'	134°10'	134°10'	134°10'	134°10'	134°10'	134°10'	134°10'	134°10'	134°10'	134°10'	134°10'	134°10'	143°50'	143°50'		
	L46	FOOT ANGLE		85°	85°	85°	85°	84°	84°	84°	84°	84°	84°	84°	84°	84°	84°	84°	84°	93°30'	93°30'		
	H65	D POINT DIFFERENTIAL, SIDE TO CENTER		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	H54	D POINT TO TUNNEL		1.13	1.13	1.13	1.13	1.42	1.42	1.42	1.42	1.42	1.42	1.42	1.42	1.42	1.42	1.42	1.42	0.36	0.36		
	L53	H POINT TO ACCELERATOR FLOOR POINT		34.70	34.70	34.70	34.70	35.07	35.07	35.07	35.07	35.07	35.07	35.07	35.07	35.07	35.07	35.07	35.07	36.23	36.23		
REAR COMPARTMENT	L17	H POINT TRAVEL		4.93	4.93	4.93	4.93	4.93	4.93	4.93	4.93	4.93	4.93	4.93	4.93	4.93	4.93	4.93	4.93	4.93	4.93		
	H58	H POINT RISE		0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86		
	H75	EFFECTIVE T POINT HEADROOM - FRONT																					
	L50	H POINT COUPLE DISTANCE		31.08	31.08	31.08	31.08	34.55	31.47	31.47	34.55	34.55	31.57	34.55	34.55	31.57	34.55	34.55	27.75	27.75			
	H71	H POINT TO BODY ZERO		12.62	12.62	12.62	12.62	12.55	11.84	11.84	12.55	12.55	11.84	12.55	12.55	11.84	12.55	12.55	10.00	10.00			
	H63	EFFECTIVE HEAD ROOM		36.60	36.60	36.50	37.00	37.75	36.50	37.65	38.60	37.75	36.50	38.60	37.75	36.50	38.60	36.00	36.00				
	H38	HEADLINING TO ROOF HEIGHT		0.56	0.56	0.56	0.56	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50		
	L51	MINIMUM EFFECTIVE LEG ROOM		35.00	35.00	35.00	35.50	38.60	35.50	35.50	38.60	38.60	35.50	38.60	38.60	35.50	38.60	31.50	31.50				
	H31	H POINT TO HEEL POINT		11.04	11.04	11.04	11.04	10.82	10.10	10.10	10.82	10.82	10.10	10.82	10.82	10.10	10.82	10.25	10.25				
	H68	DEPRESSED FLOOR COVERING THICKNESS		0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45		
	L48	KNEE CLEARANCE		2.86	2.86	2.86	2.86	6.26	3.80	3.80	6.26	6.26	3.80	6.26	6.26	3.80	6.26	1.25	1.25				
	L3	REAR COMPARTMENT ROOM		24.82	24.82	24.76	24.82	29.60	26.26	26.26	29.60	29.60	26.26	29.60	29.60	26.26	29.60	24.20	24.20				
	L41	BACK ANGLE		20°	20°	18°	20°	18°	18°	15°	18°	18°	15°	18°	18°	15°	18°	20°	20°				
	L43	HIP ANGLE		81°	81°	79°	81°	85°40'	78°	74°50'	85°40'	85°40'	78°	85°40'	75°30'	75°30'							
L45	KNEE ANGLE		90°	90°	90°	90°	108°	92°	92°	108°	108°	92°	108°	92°	108°	79°	79°						
L47	FOOT ANGLE		121°	121°	121°	121°	134°	126°	126°	134°	134°	126°	134°	134°	126°	134°	114°	114°					
H66	D POINT DIFFERENTIAL, SIDE TO CENTER		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
H55	D POINT TO TUNNEL		1.06	1.06	1.06	1.06	1.01	0.19	0.19	1.01	1.01	0.19	1.01	1.01	0.19	1.01	0.19	0.19	0.19	0.19			
H76	EFFECTIVE T POINT HEADROOM - REAR																						
SEAT & ENTRANCE - FRONT	W3	SHOULDER ROOM		54.84	54.84	54.84	54.84	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	55.00	55.00			
	W5	HIP ROOM		57.40	57.40	57.40	57.40	62.30	62.30	62.30	62.30	62.30	62.30	62.30	62.30	62.30	62.30	62.30	57.40	57.40			
	W16	SEAT WIDTH		51.30	51.30	51.30	51.30	53.60	53.60	53.60	53.60	53.60	53.60	53.60	53.60	53.60	53.60	54.00	54.00				
	H50	UPPER BODY OPENING TO GROUND		49.13	49.11	48.62	50.02	49.05	49.60	49.70	50.10	49.05	49.57	50.37	47.43	47.50							
	H11	ENTRANCE HEIGHT		30.47	30.47	29.94	30.48	30.80	31.30	31.40	30.80	30.80	31.30	30.80	29.89	29.82							
	H115	STEP HEIGHT - FRONT (DESIGN LOAD)		13.25	13.25	13.25	13.61	13.53	13.53	13.53	13.91	13.61	13.61	14.26	13.76	13.79							
	H130	STEP HEIGHT - FRONT (CURB LOAD)		14.79	14.79	14.79	15.15	15.25	15.25	15.25	15.63	15.33	15.33	15.95	15.08	14.44							
	L18	ENTRANCE - FOOT CLEARANCE		14.75	14.75	14.75	14.75	15.33	15.33	15.33	15.33	15.33	15.33	15.33	14.00	14.00							
	H32	SEAT CUSHION DEFLECTION		3.77	3.77	3.77	3.77	3.77	3.77	3.77	3.77	3.77	3.77	3.60	3.60								
	L14	THICKEST POINT OF SEAT BACK, AT C/L O		5.50	5.50	5.50	5.50	5.45	5.45	5.45	5.45	5.45	5.45	5.10	5.10								
	W17	HAT ROOM																					
	H3	SEAT CHAIR HEIGHT		11.75	11.75	11.75	11.75	12.00	12.00	12.00	12.00	12.00	12.00	10.10	10.10								
	H73	H POINT TO HEEL HARD - FRONT																					
	L9	SEAT DEPTH - FRONT																					
SEAT & ENTRANCE - REAR	H26	INTERIOR BODY HEIGHT - METAL TO METAL AT CAR C/L		41.44	41.44	40.53	41.75	42.37	41.51	41.51	42.30	42.37	41.51	42.30	38.89	37.86							
	H27	INTERIOR BODY HEIGHT - METAL TO METAL AT C/L O		45.53	45.53	44.53	45.66	46.42	44.61	44.61	46.05	46.42	44.61	46.05	44.39	43.92							
	W4	SHOULDER ROOM		54.82	54.82	54.20	54.82	60.00	59.00	59.00	60.00	60.00	59.00	60.00	53.20	53.20							
	W6	HIP ROOM		57.32	57.32	56.32	57.32	62.30	61.30	61.30	62.30	62.30	61.30	62.30	56.38	56.38							
	H51	UPPER BODY OPENING TO GROUND		48.72	48.72	48.72	49.68	48.31	48.31	48.31	49.59	48.31	48.31	49.59	47.84	47.84							
	H12	ENTRANCE HEIGHT		29.39	29.39	29.39	29.39	29.68	29.68	29.68	29.68	29.68	29.68	29.68	29.68	29.68							
	H116	STEP HEIGHT - REAR (DESIGN LOAD)		12.99	12.99	12.99	13.35	13.15	13.15	13.15	13.53	13.23	13.23	13.88	13.15	13.15							
	H131	STEP HEIGHT - REAR (CURB LOAD)		15.22	15.22	15.22	15.58	15.32	15.32	15.32	15.70	15.40	15.40	16.05	15.32	15.32							
	H69	EXIT HEIGHT		28.75	28.75	28.69	29.26	29.26	29.26	29.26	29.13	29.26	29.26	29.13	29.13	29.13							
	L19	ENTRANCE - FOOT CLEARANCE		11.00	11.00	11.00	11.00	11.00	11.00	11.00	11.00	11.00	11.00	11.00	11.00	11.00							
	H33	SEAT CUSHION DEFLECTION		3.12	3.12	3.12	3.12	3.12	3.12	3.12	3.12	3.12	3.12	3.12	3.12	3.12							
	L15	THICKEST POINT OF SEAT BACK, AT C/L O		6.80	6.80	6.80	6.80	6.45	6.45	6.45	6.45	6.45	6.45	6.20	6.20								
	W18	HAT ROOM																					
	H8	SEAT CHAIR HEIGHT		12.62	12.62	12.62	12.62</																

\* For Dimension Definitions See Section E1, SAE Aerospace - Automotive Drawing Standards,

(a) Power 26.35, Disc. 25.92

(b) Power 1.56, Disc. 1.96

1968 AMERICAN MOTORS CORP.  
STATION WAGON THIRD SEAT DIMENSIONS \*  
AMA SPECIFICATIONS SUPPLEMENT

CODE NO	DESCRIPTION	REBEL	AMBASSADOR		
		4-Door Wagon 6818-5	4-Door Wagon 6888-5		
	SEAT FACING DIRECTION	Rear	Rear		
W85	SHOULDER ROOM	59.25	59.25		
W86	HIP ROOM	38.12	38.12		
L85	H POINT COUPLE DISTANCE	35.66	35.66		
H86	EFFECTIVE HEAD ROOM	36.00	36.00		
L86	EFFECTIVE LEG ROOM	30.75	30.75		
H87	H POINT TO HEEL POINT	12.58	12.58		
H88	H POINT TO BODY ZERO	14.25	14.25		
L87	KNEE ROOM	12.66	12.66		
L88	BACK ANGLE	14°	14°		
L89	HIP ANGLE	73°	73°		
L90	KNEE ANGLE	72°	72°		
L91	FOOT ANGLE	91°	91°		
W87	HAT ROOM	- -	- -		
H89	EFFECTIVE T POINT HEADROOM	- -	- -		
H90	H POINT TO HEEL HARD	12.59	12.59		

## STATION WAGON CARGO SPACE DIMENSIONS \*

		American 4-Door Wagon 6808-5	Rebel 4-Door Wagon 6818 6818-5	Ambassador 4-Door Wagon 6888-5	
L200	MAXIMUM CARGO LENGTH - FRONT SEAT	99.43	114.90	114.90	
L201	MAXIMUM CARGO LENGTH - SECOND SEAT	67.06	78.83	78.83	
L202	CARGO LENGTH AT FLOOR - FRONT SEAT	76.78	92.63	92.63	
L203	CARGO LENGTH AT FLOOR - SECOND SEAT	43.47	56.53	56.53	
L204	CARGO LENGTH AT BELT - FRONT SEAT	70.00	82.73	82.73	
L205	CARGO LENGTH AT BELT - SECOND SEAT	37.37	46.74	46.74	
L206	CARGO LENGTH AT ROOF - FRONT SEAT	64.77	75.33	75.33	
L207	CARGO LENGTH AT ROOF - SECOND SEAT	32.90	39.36	39.36	
W200	CARGO WIDTH - FRONT	(1)	(2)	(2)	
W201	CARGO WIDTH - WHEELHOUSE	41.80	45.08	45.08	
W203	REAR OPENING WIDTH AT FLOOR	50.70	53.66	53.66	
W204	OPENING WIDTH AT BELT	50.00	52.24	52.24	
W205	MAXIMUM REAR OPENING WIDTH ABOVE BELT	50.00	52.24	52.24	
H201	MAXIMUM CARGO HEIGHT	29.69	31.72	31.72	
H202	REAR OPENING HEIGHT	26.20	27.84	27.84	
H250	TAILGATE TO GROUND HEIGHT	26.54	24.03	24.17	
V2	CARGO VOLUME	66.00	91.12	91.12	

\* For Dimension Definitions See Section E1, SAE Aerospace - Automotive Drawing Standards,

(1) 53.44 (1" Forward of Tailgate Pillar)

(2) 2-Seat: 57.12 (1" Forward of Tailgate Pillar)  
3-Seat: 53.86 (8" Forward of Tailgate Pillar)

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